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296 • February 1998 • Adults Only

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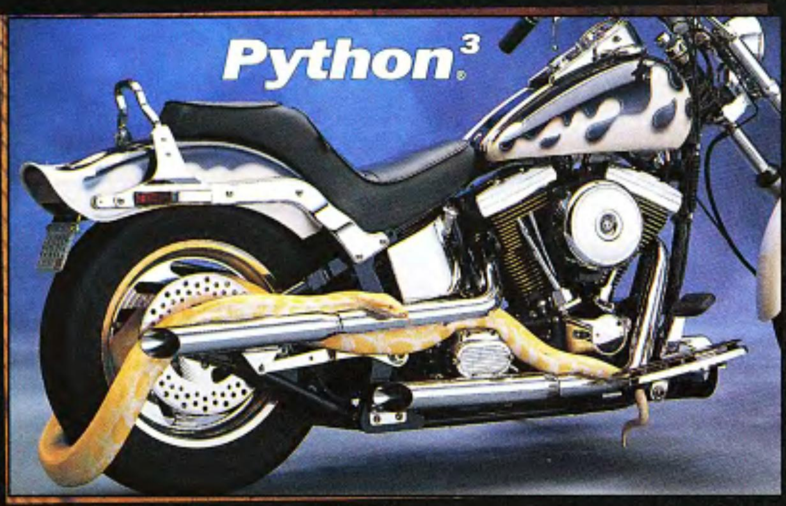

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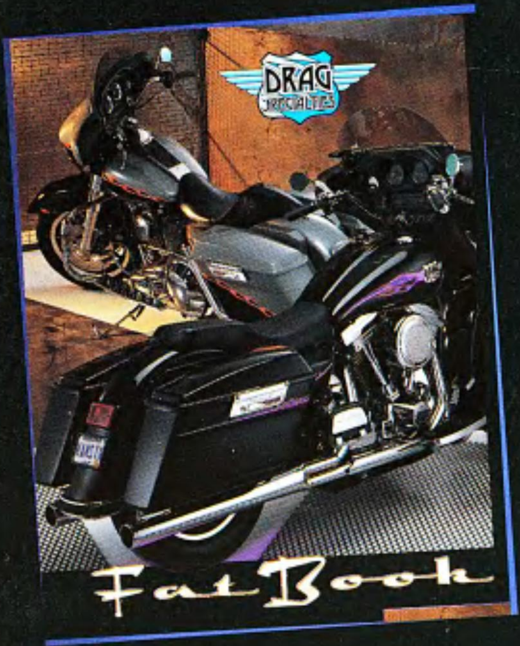

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DRAG SPECIALTIES

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TAKING IT EASY

In southern Thailand there's a raging war between coffin sellers located across the street from the city's largest hospital, and bribes of hospital personnel for clients are common. Reportedly, one shop's agent sneaked into several hospital rooms to disconnect oxygen to terminal patients whose relatives were already known to the shop and consequently might have given the shop their business. (Ah, the quest for the almighty dollar—or whatever the currency is in Thailand.)

This is gross, so if you're sitting down to eat, save it (either the food or this item) till later. A death-scene cleanup professional recalled his most trying cases: The case of an 82-year-old hermit whose house contained 16 dead chickens, 2,000 dead rats, 2 inches of rat shit in all kitchen cabinets, and a bathtub and toilet filled with rock-hard human shit. Second was the case of a man dead for a week in his unventilated apartment and whose body had essentially oozed into the sofa.

In The Netherlands a trainee surgeon discovered a new way to make his rounds—on his Harley. He thundered into the lobby of his hospital during visiting hours, steered the bike into the elevator, got out on the third floor, and roared past the intensive care unit. (That was the last round he made.)

A strip club had a stripper with an 88-inch chest. This guy filed a lawsuit against the club for its negligence in allowing the stripper to "slam" her breasts into his neck and head region without consent as he watched her perform. He said her chest was responsible for his "bruised, contused, and lacerated" neck.

He was arrested for trying to hold up a bank without a weapon. He used his thumb and finger to simulate a gun, but unlike most robbers who use this tactic, he didn't keep his hand in his pocket while doing it. The teller, realizing he had nothing to fear, just walked away. After a while the robber got tired of waiting and walked away too—into the path of the police.

This guy put a 20-foot metal ladder onto two different train tracks, intending for trains to hit it. But the railroad police saw him do it, removed it before a train came along, and asked him what he was up to. He allegedly told them he had stolen the ladder, found it unwieldy, and intended for a passing train to make two 10-foot ladders.

He decided to be a good citizen and report for jury duty. A routine records check turned up an outstanding murder charge against him, and he was whisked off to jail.

A man with a stony mass in his rectum went to the hospital. He told doctors that he and his boyfriend had been "fooling around" with concrete mix, and the boyfriend had the idea of pouring the mix through a funnel into his anus. The mass hardened, causing constipation and abdominal pain. Under general anesthesia, a perfect concrete cast of the man's rectum was removed, along with a stray ping-pong ball.

Persistence doesn't always pay off. He was rushed into the trauma room with chest wounds. It turned out, for two solid days, he had been trying and failing to commit suicide. First he washed a bottle of Valium down with vodka but just ended up with a really bad hangover. Then he jumped into the bathtub and slit his wrists, but the blood clotted. Next, he decided he would hang himself from the light fixture. As he dropped, the ceiling collapsed and he fell. He wanted to shoot himself but remembered that although he had a supply of bullets, his gun was not in the house. So in desperation, he placed a bullet against his chest and started smashing it with a pair of pliers. The bullet exploded but didn't come close to killing him. So he finally gave up and went to the hospital.

Here's a study I don't think any of you guys will take seriously, but I'll pass it along anyway. Some researchers found that men could live longer if they spent less time and energy chasing women. In extensive tests, male nematode worms raised free from stress of competing for females lived much longer than expected. Other studies have shown human eunuchs live an average of 13.5 years longer than men with testosterone raging through their bodies.

This guy was trespassing at a glue factory and decided he'd have a whiff. He was enjoying himself so much that he passed out, tipping the vat he was sniffing over on himself, and gluing himself to the floor. Workers found him the next day stuck and yelling for help. It took eight firemen and four cops to cut him loose so he could be arrested.

A college student wrote to his school newspaper, blaming his recent drunken driving on a police crackdown on underage drinking in the college town. Because he has to drive to another city to drink, the student wrote, "I can expect to be doing a lot more drunk driving."

She was indignant when she was convicted of murdering her 5-year-old son and insisted that she was innocent: "If I had killed him, I would be the first person to stand up and say, 'Oh, my gosh!'"

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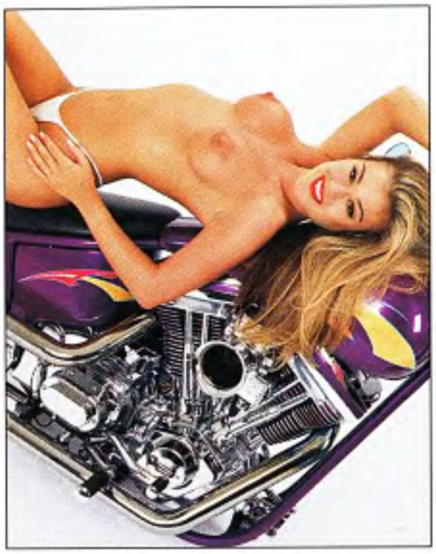

Cover photo of Petta Longstaff on Grady Pfeiffer's '97 rigid by Jim Gianatsis.

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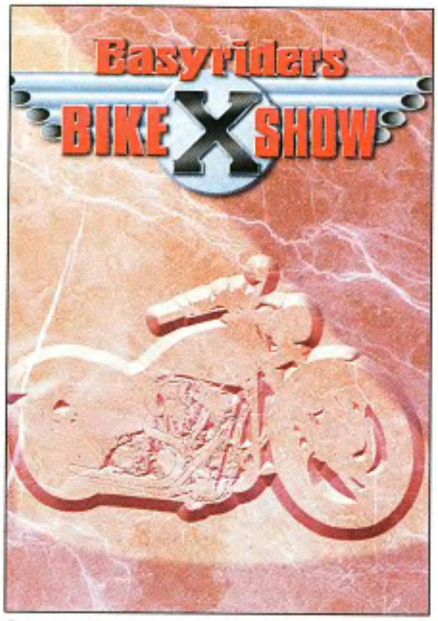

Columbus, Ohio, February 13-15. Don't wait! Vote now.

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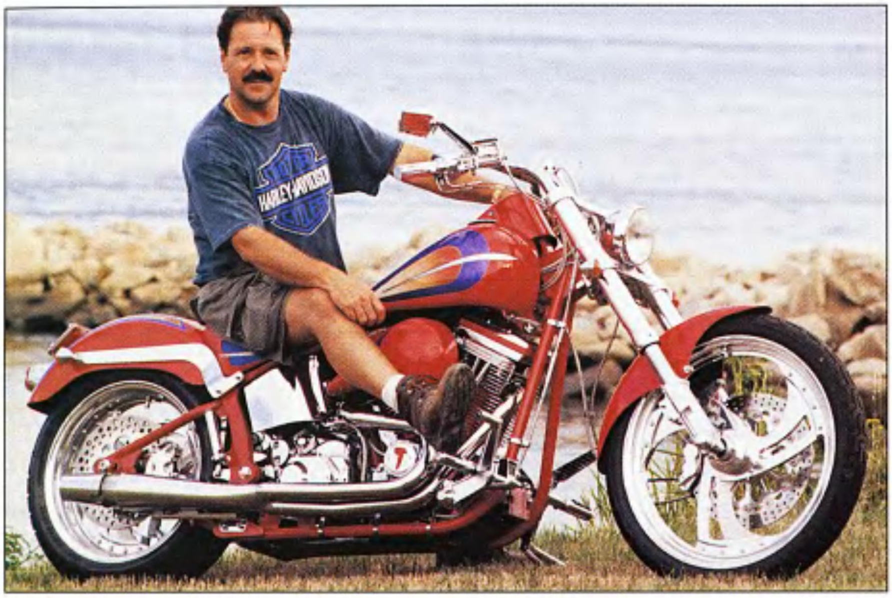

One Happy Gecko Owner
Here is a photo of my new 1997 Titan Gecko. It's my fourth H-D (or hybrid, with the Titan) since 1976.

To make a long story short, after seeing *Easyriders* advertise Titans, Big Dogs, Columbus Customs, etc., month after month during the long, cold New England winter, I decided to fly out to Columbus, Ohio, and check 'em out.

Tom Whitehead of *Easyriders* of Columbus met me at the airport, showed me the joint with all its goodies, and when I left approximately five hours later, he had a deposit on a new Gecko.

Perhaps this will give *Easyriders* motorcycle sales an extra "shot in the ass."

Dean R. Roderiques
Portsmouth, Rhode Island

A Word Of Criticism
Regarding the British-built Dyna in the October '97 issue, there's no doubt that it's a nice scoot, but I have to question the wisdom of more than one person building a bike. They should have met in the middle to discuss which way to install the wheels.

Joey Worrell
Taylor, Michigan

A Biker To The End
Once upon a time I owned a '63 Pan. The guy who had it before me was a Vietnam vet, hell-bent against authority. As a result, he tore it apart and painted the damned thing purple. Meanwhile, after it was all apart, he got into Hondas and sold it to me for $200 to make room for more Honda stuff. (Imagine that.)

I reassembled the purple Pan and rode the hell out of it for a bunch of years. Then I fell onto hard times and had to sell her. That was more years ago than I care to remember.

Now I've had to endure all these years—through three kids, two wives, many ups and downs, and a lot of gray hairs—without a Harley! But I've never lost the feel of the power between my legs, mainly because your rags have kept my mind on track. *Easyriders* forever!

Mike "Boney Knuckles" Sayer
Murrieta, California

Why Hide?
I'm writing in response to your "Luck of the Draw" bike feature (September '97).

What were you thinking when you called Honda Comstar wheels H-D and a matching Honda fork and brake system Diamond Precision? (I take that back—the Honda brakes were specified only as "disc.") Why would you or whoever wrote the article hide the fact that Honda parts were used on a custom Harley? I'm a firm believer in using whatever works well and looks good that is readily available on a custom, and a lot of Japanese parts fit the bill. Hell, half the chrome stuff these bolt-on yo-yos are using is stamped out in Taiwan, and Harley has been using Honda's Showa forks for years.

I guess the point I'm trying to make is that technical accuracy is important to some of your readers and would be much appreciated.

John Echhorn
Benson H-D
Muncie, Indiana

A Memorable Experience
My bro Hammer and I were on the road, headed for Sturgis '97. We didn't get far the first day, though. About 200 miles into the trip, the oil pump on my '81 Shovel decided to take a vacation, while I was going 70 on I-55. The motor rattled, I pulled in the clutch, and the motor stopped. After coasting to the side, I did the normal roadside checks, and we decided it wasn't fixable on the road. Fifteen minutes after we'd pulled over, along came a truck driven by Jimmy Harrison. His parents are Harley riders, and he rides a Gold Wing. He was headed home with an empty truck with a lift and offered to take me as far as I needed to go. We went to Cape Girardeau, Missouri, and found Minor's H-D in the book. Gene, the duty wrench, cleared space in the shop, and we rolled in the Shovel. After 20 minutes Gene was tearing into the motor and found really broken internals. Even though some of the obsolete parts were on the shelf, there weren't enough of them to rebuild the engine, so they started hunting aftermarket.

At that point I thought my first trip to Sturgis had just ended and started looking for ways to haul me and my scooter back home to Memphis. That's when Maurice Miller came in to pick up his recently serviced '91 Ultra Classic. After hearing my story he handed the keys to his scooter to me and said, "You can take mine." After realizing he wasn't kidding, I accepted, and after only 4 1/2 hours from breakdown, I was loaded and back on the road to Sturgis, leaving my Shovel in Gene's hands to make it whole again.

My first trip to Sturgis was one of the best runs I've ever made. I have to give credit to Jimmy, Gene, and the rest of the Minor's crew for going out of their way to help. And a very special thanks to Maurice who gave up his scoot to someone he didn't even know. This is one I'll *never* forget!

Marty Haugen
Memphis, Tennessee

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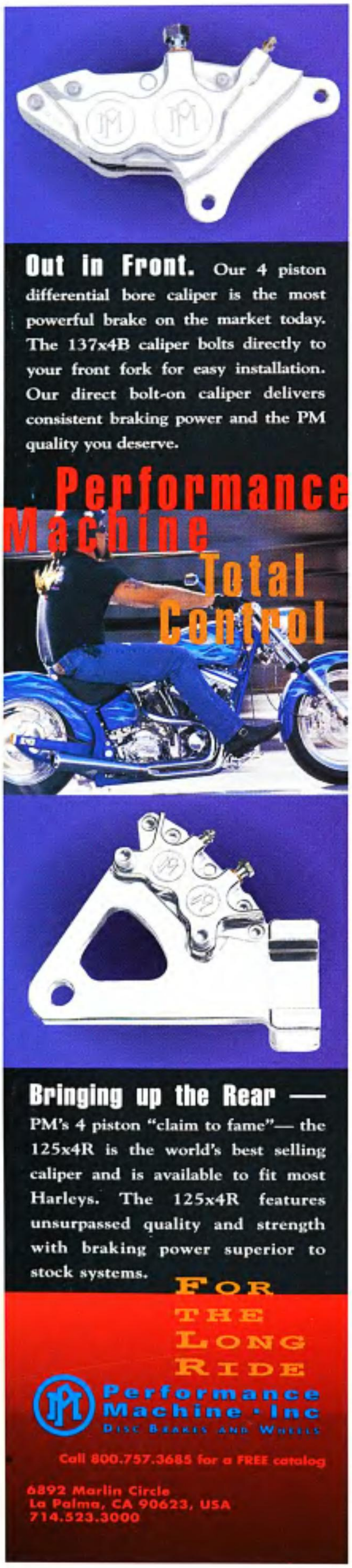

Rice? (Gasp!)

I noticed a certain magazine ran a cover for its recent "Biker Babes" issue (*Playboy*, August '97) that didn't show nearly the flesh your covers do. They even put rice in the spread! Guess we know which mag offers the real "entertainment for men."

Speaking of covers, what happened to the glossy-type covers you sported in late '94-early '95? They made your fine rag finer. Purdy even.

There. Now that I've kissed up, could you please show a photo of my ride?

Cruzer
Minneapolis, Minnesota

Calling All Misplaced Souls

The Misplaced Souls MC is made up of active-duty, former-active-duty, civilian slaves, and local nationals in the Western Pacific Rim area. I'm a member of the Yokota Chapter, but when I retired from Uncle Sam's Flying Circus and returned to the States, I had to leave my brothers behind. Ever since, I've felt like an island in the middle of nowhere.

I know there are more Souls in the same boat, so let's get together. Drop me a kite at the following address. No hassles, no dues—just fun.

Arrow, MSMC
2303 Panorama Terrace
Birmingham, AL 35216

A Cover Comment

Just saw the November '97 rag. Cover bike's OK but a little much for a bro just to tool around on. The airbrush work on Hania's tit-wrapper is great if you dig that sorta shit. What I like most is the right nip still pokin' 'n' poutin' above the brush work.

Great shot! Great cover! Great chick! Gorgeous tits and ass! Do I win the prize and get to muff dive this babe till I die?

TTD Jr.
Nashville, North Carolina

He Waved!

It was about 3 a.m., and I'd been partying at the Hanger all night. On my way home I decided to run down Michigan Avenue in my hometown of Jackson, Michigan. I was sitting at a red light when this kid on a rolling boat anchor (aka Jap bike) pulled up beside me. He sat there revving his rice grinder like he wanted to race. I was sitting on my '78 Shovel—it's a little tricked out, but I knew my 19-year-old Shovel wouldn't be a match for that kid's bike. So I looked over at him, kinda wicked the throttle a bit, and looked up and nodded at the light. The light turned green and like a bat outta hell, that kid was out of sight. So was the cop sitting in the parking lot across the street I'd noticed when I pulled up to the light. I about fell over laughing.

It was the first time a cop waved at me without handing me a ticket when I finally passed them up on the road. What a great night.

Brian Bloomer
Jackson, Michigan

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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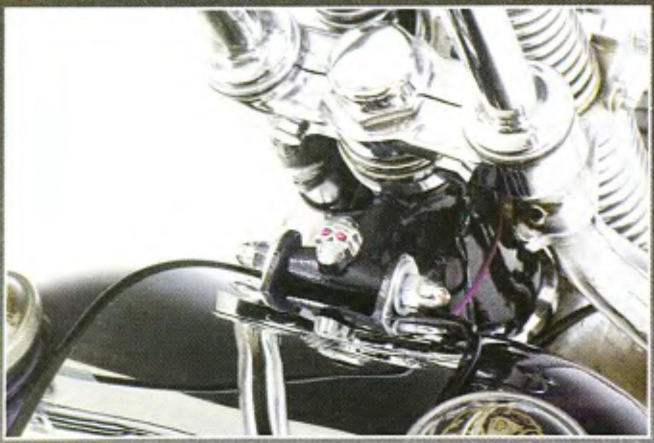
D O N ' T C A L L I T A

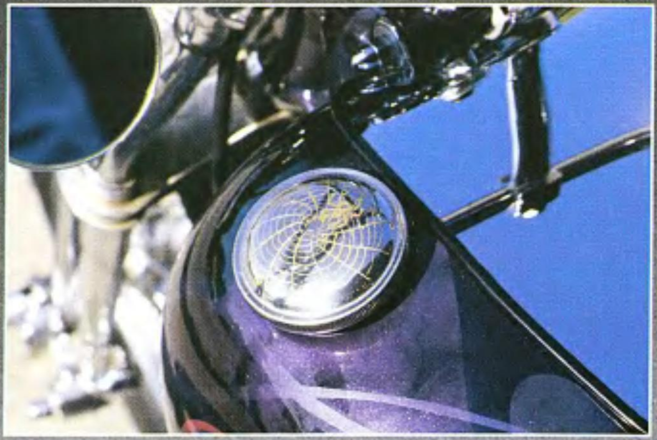
COME BACK

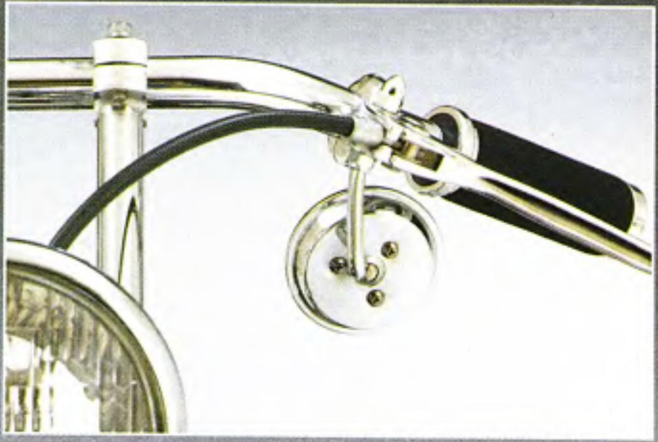
WELCOME BACK CHOPPERS?

The other day I called my buddy Jack and said, "Welcome back."

There was a long silence, then he said, "Whatever" and hung up. I called Pete and said the same. I called Married Mike, Still No Luck Ken, Konduit Kurt, my buddy David Edwards, the Bayonet Brothers, the Govan Brothers, Bandit and Stoney and welcomed them all back. I pretty much got the same response all around. Since they're used to my pointless quizzes, no one bothered asking what the fuck I was talking about. →



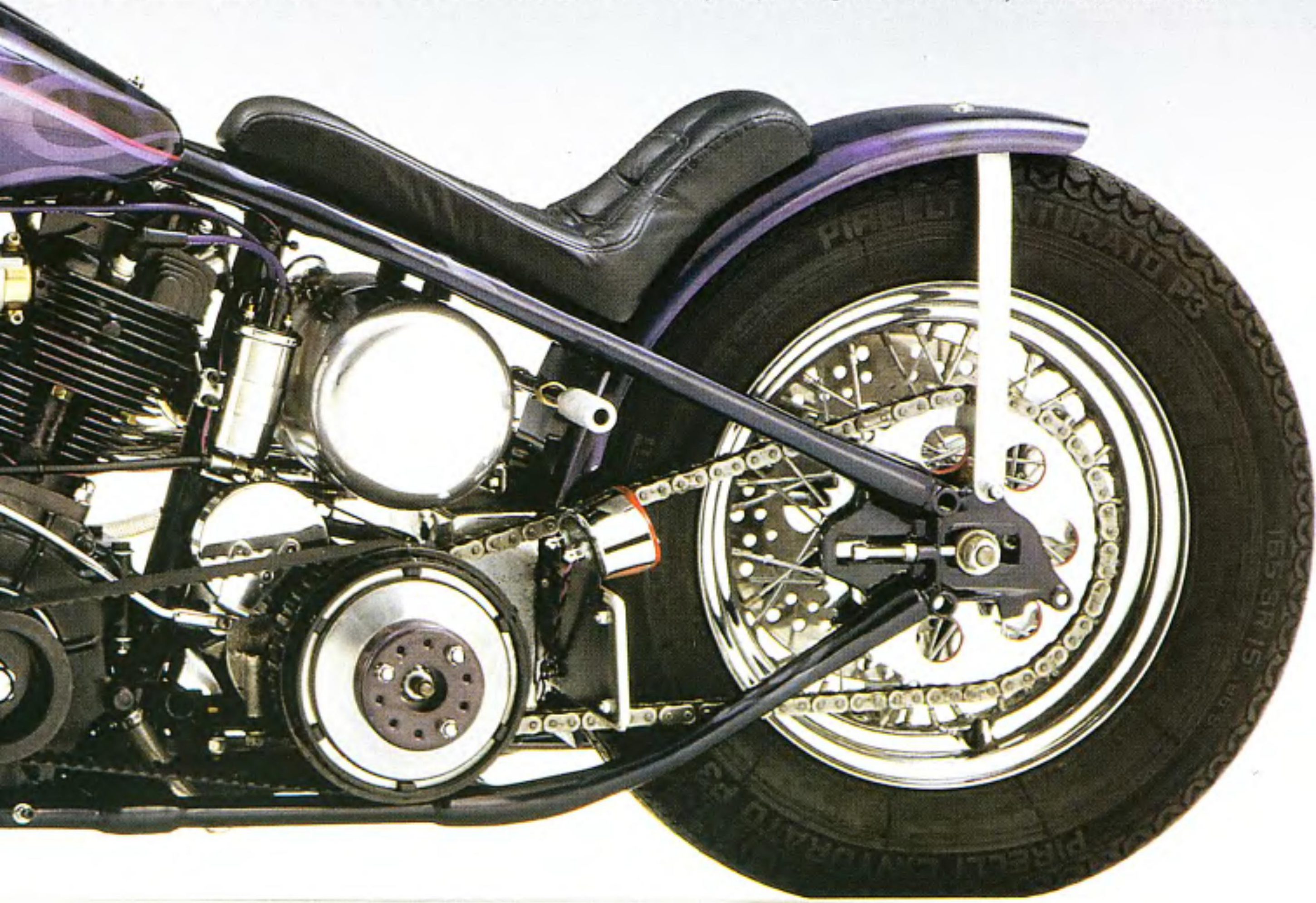




But I will share it with you.

It all started when I got a letter from Martin Jack Rosenblum, factory historian. He had seen an article in one of those half-baked, less-than-prestigious Harley magazines about choppers, and thought that I had written it. Well, before I denied it, I wanted to check it out. It might have been pretty good and I could lay claim to it. I donned my best disguise (I borrowed some golf clubs, polyester slacks, and wore a Woody Allen fishing hat) and bought the other rag. The article sucked, of course, but that ain't what upset me. It boggles the mind how someone could write generic, Prozac-riddled articles about something as exciting, powerful, and sexually arousing as choppers. But what bothered me was what was on the cover of this magazine that has only been around barely five years. This ain't the first time I've seen this statement in the last six months either. I bet I have seen it sprawled on the cover of all the other pissant magazines, like they were scooping the world. "Wow, world peace, Marv Albert wears women's underwear, and choppers—they're back! Guns, knives, and monster truck racing Saturday! Be there! Be there! Be there!"

I asked Rick Rufsvold, owner of this classic bob-job Knuckle, what he was riding 10 years ago, and he said, "a Shovelhead chopper." (I knew it!) In fact, it was on a trip to Sturgis a few years back, on his rigid Shovel chopper, that he heard about the Knuckle. It was in Nebraska. He took a side trip and went to see the Knuck, and made an offer on it. The guy didn't accept the offer, so he split. He told the guy if he ever wanted to sell it, to call him. Well about a year later, the owner called, and they met in Salt Lake City and did the deal. →



He immediately started riding it, but it leaked oil so bad he decided to tear it down. All you chopper riders know what that means.

Rick is a mechanic at a Chevy dealership in Newark, California, so he knows his way around a set of wrenches. He rebuilt the engine and tranny, trimmed the tabs, hit the swap meets for the extra needed parts like the rear fender, bars, and risers, and never once thought he was preparing for a comeback. Oh, yeah, he hand-fabricated that awesome set of shotgun duals, welded them up, ground off the welds, and sent them out for chroming. In high chopper fashion (is that an oxymoron?), he runs a spool front hub, meaning there is no front brake. Yeee haww! He runs an 18 in front, for historical perspective mostly, since the original Knucklehead chopper builders of the forties only had 16- and 18-inch rims to choose from. Not to worry, Rick believes in stopping, so he installed P.M.s on the rear. And, yep, that's a 15-inch rear rim—just in case Rick decides to run a VW tire. Paint meister Richard Jackson topped off the project with some Ed Roth-inspired ghost flames/ tribal art and the spider web paint job. He said he rode it to Hollister and it was big hit.

Rick said he didn't mean to build a show bike, and made it clear that he rides the hell out of it. And if he even accidentally caused choppers to make a comeback, he is sorry. He said he was just doing what he's been doing for the last 30 years—riding and building choppers.

—Flynch

Owner: Rick Rufsvold
City: Newark, California

General

Fabrication:	owner
Year/make:	1946 H-D
Model:	Knucklehead
Assembly:	owner
Chroming:	Faith Plating

Engine

Year/model:	1946 FL
Rebuilder:	owner
Ignition:	Chevy points
Displacement:	74 + .010
Lower end:	H-D
Pistons:	CCI
Cases:	stock, cleaned, painted
Heads:	owner, valve job
Cam:	stock
Carb(s):	Mikuni 36mm
Pipes:	Ren & Stimpie
Modifications:	VW air cleaner (cut down intake)

Transmission

Year:	'62 swap meet
Modifications:	polished, Primo belt drive

Paint

Molding:	owner
Painter:	Richard Jackson
Color/type:	GM purple/base coat, clear coat
Special paint:	ghost flames

Frame

Year:	'46
Builder:	H-D
Type:	straightleg rigid
Shocks:	nada
Modifications:	trimmed tabs

Accessories

Bars:	swap meet
Handlebar controls:	swap meet
Fender(s):	6-inch flat (cut down)
Headlight:	CCI
Taillight:	catseye
Speedo:	the guy next to me
Dash:	nope
Pegs:	aftermarket
Foot controls:	modified JayBrake
Electrics:	minimal
Gas tank:	CCI 3 1/2 gal.
Oil tank:	5 qt. swap meet
Primary cover:	open
Seat:	Drag Specialties
Mirrors:	Ness
Grips:	swap meet

Forks

Type:	springer
Extension:	none
Builder:	H-D
Special features:	cut off fender mounts

Wheels

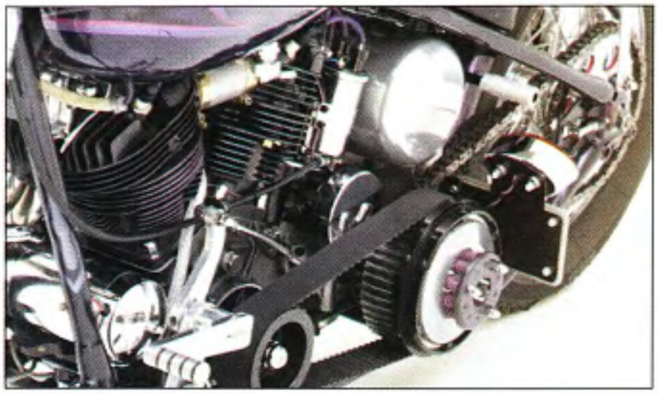
Front

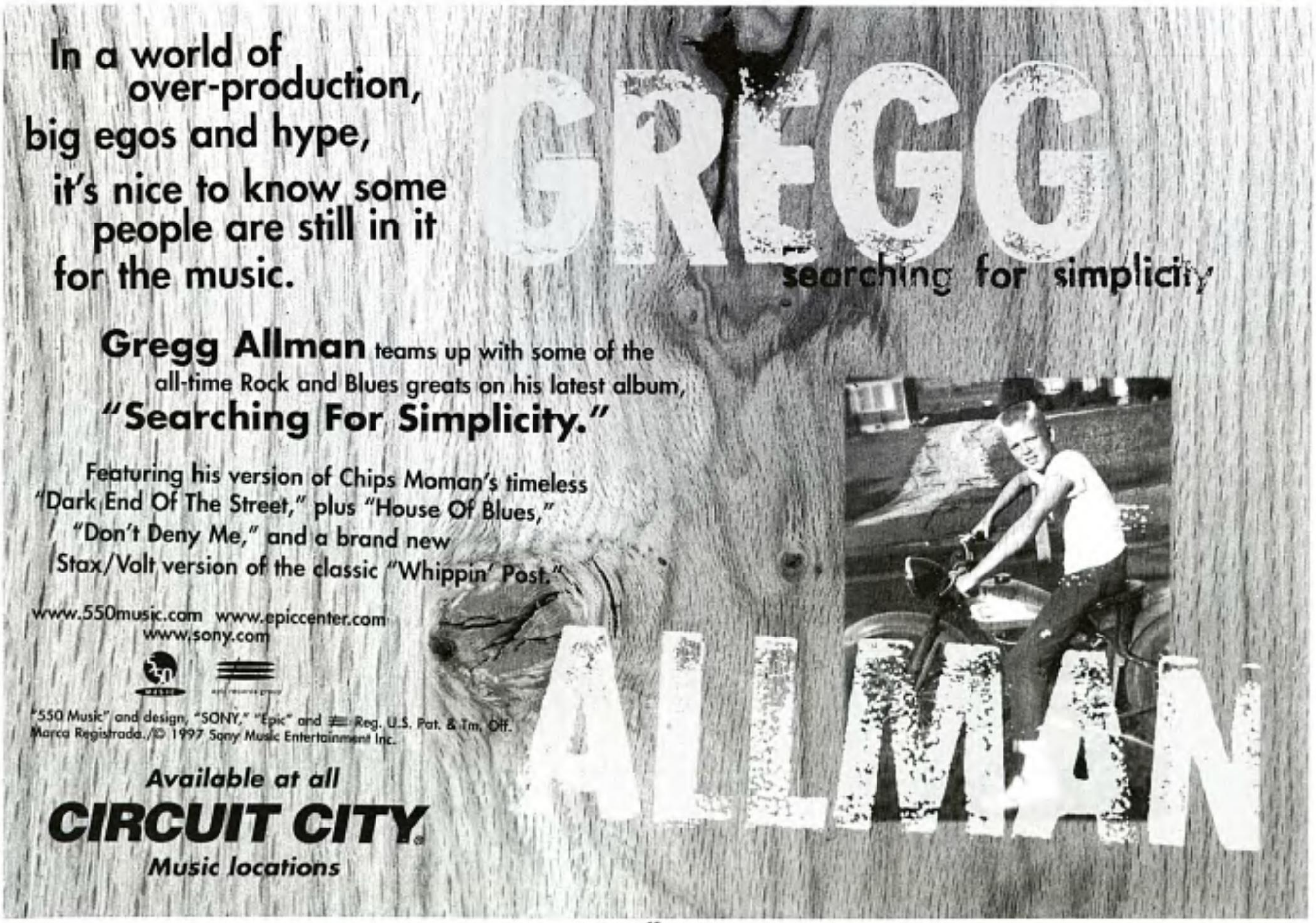
Type:	swap meet
Size:	18-inch
Tire:	Metzeler
Brake:	none

Rear

Type:	CCI
Size:	15-inch
Tire:	Pirelli
Brake:	P.M.

Photos: Raiko Hartman





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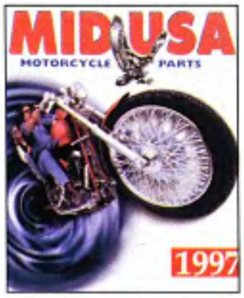
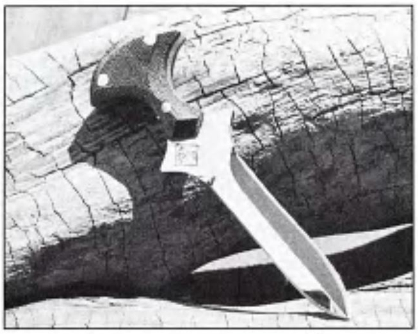


Another Damn Catalog

Ah, but it's a good one. Here's Mid-USA's biggest catalog yet, with more than 8,000 parts smacked on 864 pages. Bob Battefeld, the company's president and pioneer of the catalog says, "This catalog will generate more interest than any other catalog on the market." Check your local dealer to get one of these monsters.

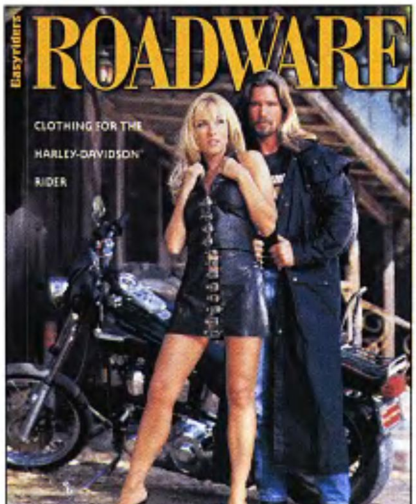
Hi-Tech/ Typhoon Mount

Bandit has a Typhoon carb from Carl's Speed Shop on his Dyna. He loves it, but the bracket holding up the carb broke recently. He then discovered that Marty at Hi-Tech had developed a slick mount to support the big billet monster. If you have a Typhoon get one of these quick: Hi-Tech Custom Cycles, 5901 Sepulveda, Van Nuys 91411, (818) 889-8740.



Steel Fist

Here's a bad blade from the Ace Of Blades. It's got full tang construction, 440 C stainless steel polished to a mirror finish, and a black leather clip sheath with an olive micarta or black pakkawood handle. Just $35 smackers or two for $50. Sharpen your pen and write a note in blood to Ace Of Blades, Dept. ER, P.O. Box 1778, Herndon, VA, 20172, or dial (703) 904-8629.

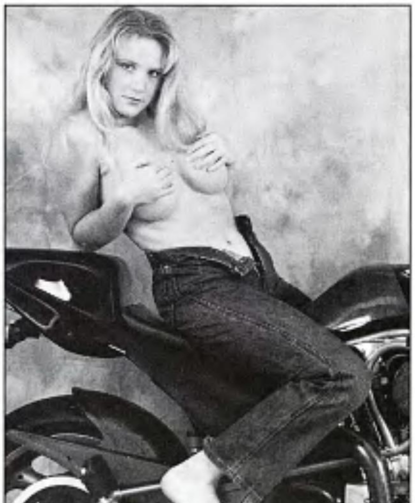


Easyriders Roadware Catalog

Here it is gang, the all-new 100-page Roadware Catalog for 1998. This is like no catalog you've ever seen, featuring the new oil skin Outback Roadware line, wild leather wear, slinky stuff for the chicks, and a batch of new T-shirt designs. So you want a catalog? It's five clams and they're available at any ER store, and if you spend $50 they'll give the 5-spot back to you. Give them a call at (800) 247-6246.

Captain America Lives

Fonda-White Productions is offering 4,500 of these limited-edition, 25 x 33-inch Captain America lithographs, signed by Peter and the artist Cleworth. Also available are 450 limited-edition "artist's proofs," as well as an unlimited number of smaller lithos (7 x 13) and 22 x 25 posters. For pricing and specifics contact Fonda-White, Dept. ER, 5625 Foothills Dr., Bozeman, MT 59718, (406) 586-0104.



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Here's the latest in riding protection: 100-percent Kevlar pads sewn in the seat and knee area of tough denims. With customers requesting more Kevlar protection, Fast Company responded with an inch more coverage in the seat and knee area. For the real skinny on these protective patches, contact Fast Company, Inc., Dept. ER, 1010 Third Ave. Dr. N.W., Hickory, NC 28601, (704) 327-2644, fax: (704) 327-4720.

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THE WOOLLOOMOOLOO BANSHEE: AWESOME AUSSIE LONGBIKE

When you think of Australia, mate, you might conjure up Paul Hogan throwing some shrimp on the barbie, or those huge depth charge-sized cans of Foster's beer, or Great White sharks dining on surfers. Australia is also home for serious bikers who have plenty of room to roam. →

The 3,000,000-square-mile island continent, where most of the 18 million inhabitants cluster along the coasts, produces some great beach cruising while the interior outback region is crisscrossed by roads that run straight as an arrow (literally) for hundreds of miles without a traffic light or stop sign. You can ride for hours, or even days without seeing anyone except an occasional hitchhiking kangaroo who has learned to recognize a Harley from its patented exhaust note.

Australia is one of the top exporters of beef and lamb, large plates of which can be consumed at Harry's Cafe de Wheels, a little stop and eat place located in a suburb of Sydney called Woolloomooloo. Try saying that backward after a few beers. The Cafe is about a koala's throw from Sydney's famous bridge, the landmark clamshell-shaped auditorium, and their latest trendy edition, Hooters, a recent U.S. import. Truth be known, it was Hooters that brought Martin "Lapo" Lapich out on his long-necked scoot. Martin's bike drew the attention of several of the Hooters girls who had flown in from the States to train the Aussie sheilas. Particularly fond of Martin's Santee rigid-framed Evo were twins Holly and Heather and friend Kat, all visiting Down Under from Jacksonville, Florida.

Both Martin and yours truly introduced the American ladies to the finer details of the bike ... like the 20-year-old "restored" Sugar Bear springer front end that stretches like a brontosaur's neck more than 40 inches over stock. The girls muttered, felt along the length of the extended forks, and asked, "Do kangaroos really use it for doing the limbo?"

"Nah, the springer's good for a platypus chinning bar," we explained.

"Can it really go around corners," asked the ladies?

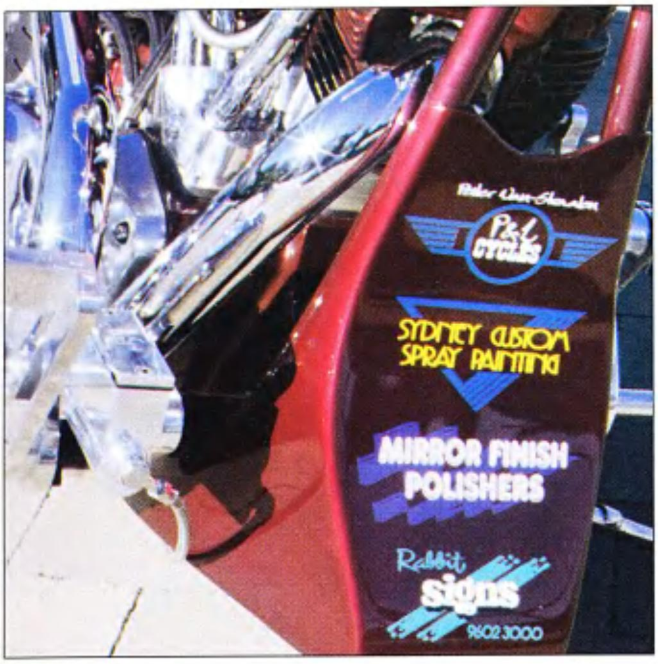
"We don't have corners in Australia," I explained. "No sharp edges allowed. We could hurt ourselves." That's why the bike has those

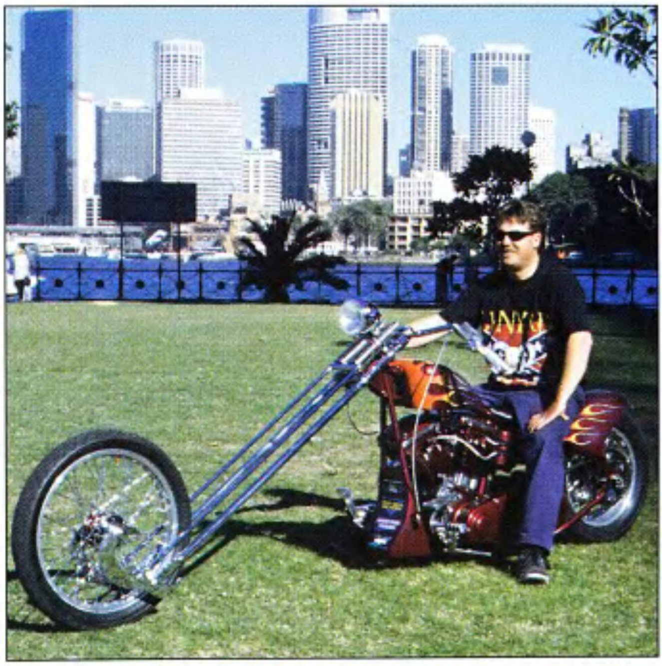
4-piston calipers made here in Australia. It does take some time for the rear end to catch up with that long front end.

In the motor department, Martin let local go-faster artist John Trease come up with the cases, while Pieter Van Straalen of P&L Cycles stuffed in 11.5:1 Wiseco pistons and a Redshift 653 cam; the heads and S&S E carb were prepped by tuner Bob. Going that extra meter, Martin had the cases, heads, barrels, and trans all highly polished before Mark at Sydney Custom Spray Painting laid on the owner-formulated Standox paint. Martin also fabricated his own fenders, pipes and seat.

Here's the kicker. Martin juggled the idea in his brain pan for more than three years. When he came out of his trance and focused on the project, he punched the whole motorcycle together in two weeks ... mostly using recycled parts from his spares box. *Fair dinkum!*

—Dave Mawson





Owner: Martin "Lapo" Lapich
City: Sydney, Australia

General
Fabrication: P&L Cycles/owner
Year/make: 1972-97 Harley-Davidson
Model: rigid custom
Assembly: P&L Cycles/owner
Chroming: Mirror Finish

Engine
Year/model: 1990 Evo
Rebuilder: P&L Cycles
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: stock H-D
Pistons: Wiseco
Cases: Trease Australia, polished
Heads: modified by Bob, polished
Cam: Redshift 653
Carb(s): S&S Super E
Pipes: owner
Modifications: Bakers balancing, Crane lifters, polished barrels

Transmission
Year: 1982
Modifications: Andrews gears, 4-speed JayBrake shifting, polished and painted.

Paint
Molding: owner
Painter: Sydney Custom
Color/type: purple/Standox
Special paint: flames

Frame
Year: Mid-'80s
Builder: Santee
Type: modified rigid
Shocks: none
Modifications: 27-degree rake

Accessories
Bars: Ventura
Handlebar controls: H-D, Ness
Fender: owner
Headlight: H-D
Taillight: none
Speedo: none
Dash: none
Pegs: Jay Brake
Foot controls: JayBrake
Electrics: custom
Gas tank: modified H-D
Oil tank: Softail
Oil system: stock
Seat: owner
Mirrors: don't look back
Grips: Ness

Forks
Type: narrow springer
Builder: Sugar Bear
Modifications: w-a-a-a-y over stock, crescent moon rockers

Wheels

Front
Type: Akront/twisted spokes
Size: 21-inch
Tire: Avon
Brake: none

Rear
Type: Akront/twisted spokes
Size: 16-inch
Tire: Avon
Brake: Annihilator, 4-piston calipers

Photos: Dave Mawson

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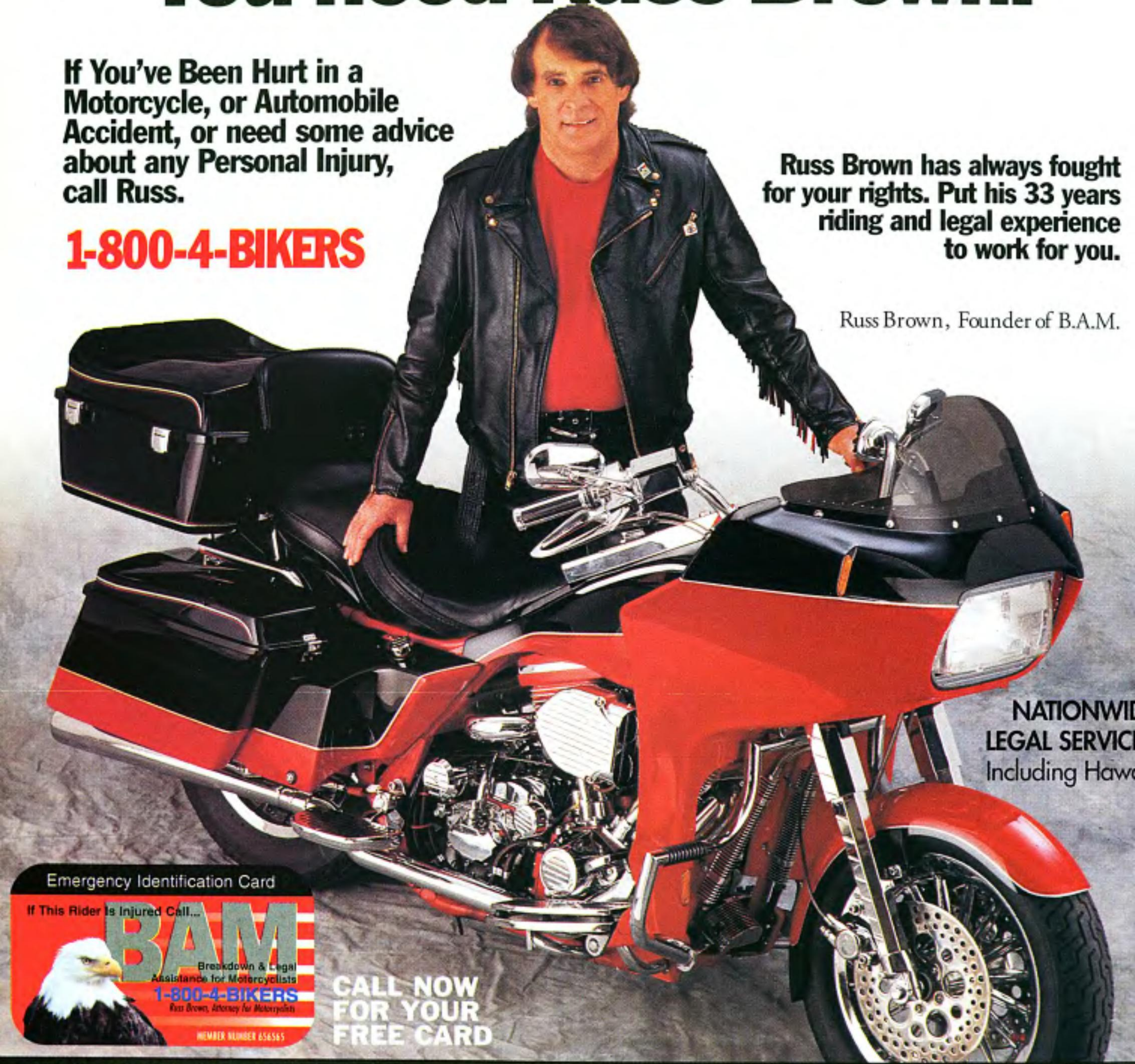

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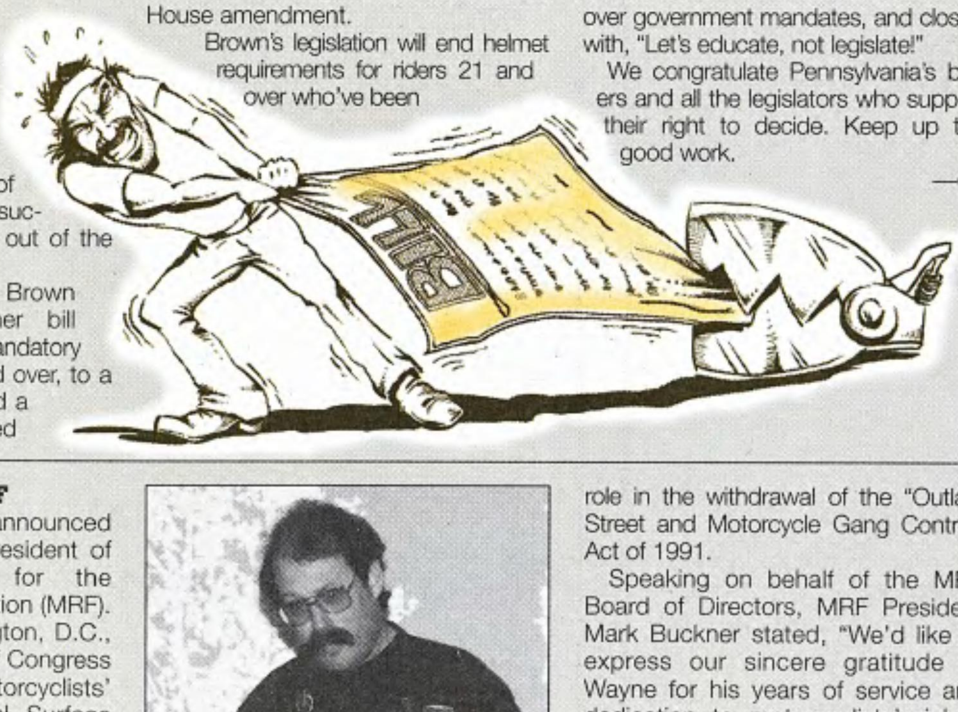
IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

RIDE TILL THE CHROME PEELS OFF YOUR BARS

Bikers Make End Run In PA

After getting caught up in legislative "game playing" that wasted energy and saw the time limit to move their repeal bill expire, Pennsylvania bikers were not about to throw in the towel. Enlisting the help of many friends in their House of Representatives, they were successful in pushing their bill out of the trap it had fallen into.

Representative Teresa Brown (R-Crawford) attached her bill language, a repeal of the mandatory helmet law for those 21 and over, to a live Senate bill that renamed a bridge. The new, improved legislation passed the lower house on a vote of 134-63. It now goes back to the Senate for a concurrence vote on the House amendment.



Brown's legislation will end helmet requirements for riders 21 and over who've been riding two years or more and have completed a rider safety course. Brown said the issue was about freedom of choice over government mandates, and closed with, "Let's educate, not legislate!"

We congratulate Pennsylvania's bikers and all the legislators who support their right to decide. Keep up the good work.

—*Oz*

Curtin Resigns From MRF

Wayne T. Curtin recently announced his resignation as Vice President of Government Relations for the Motorcycle Riders Foundation (MRF). Curtin will stay in Washington, D.C., to complete this session of Congress and follow through on motorcyclists' efforts on the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization legislation. He plans to return to school full time in January 1998, to pursue his Master's degree in political science.

When hired by the MRF in 1988, Curtin became the first full-time lobbyist for motorcyclists in our nation's capital. During his nine years on the job, his vision, patience, and perseverance provided the impetus for what has become a strong and effective presence for motorcyclists in the halls of Congress.

Curtin played a vital role in the 1995 repeal of anti-motorcycling provisions included in ISTEA, and in the passage of pro-motorcycling insurance legislation in 1996. He also played a key role in the withdrawal of the "Outlaw Street and Motorcycle Gang Control" Act of 1991.

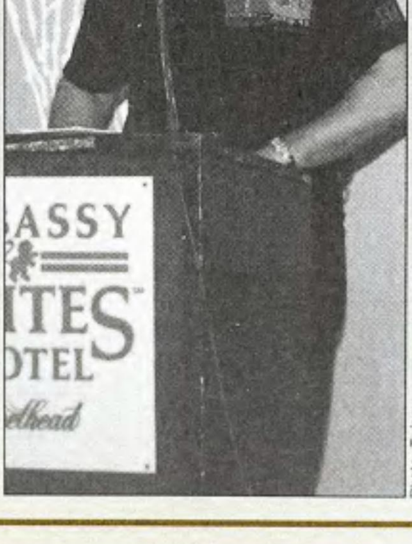


Photo: Twiggy

Speaking on behalf of the MRF Board of Directors, MRF President Mark Buckner stated, "We'd like to express our sincere gratitude to Wayne for his years of service and dedication to motorcyclists' rights. We wish Wayne all the best as he pursues his longtime dream of completing his formal education, and are excited about what the future holds both for Wayne and for the MRF. Change is healthy in any organization, and the MRF views this as an opportunity to bring new energy, ideas and direction to our government relations department, so that we can continue protecting motorcyclists rights into the next century."

The MRF is currently in the process of hiring a new lobbyist to head up its Washington, D.C., operations. For additional information call the MRF at (202) 456-0983; www.xmission.com/~mrf.

—*MRF*

BLAST FROM THE PAST

Own a reprint of the June 1971 Volume One, Number One issue of *Easyriders*, the world's most famous motorcycle magazine. You'll want to act right away to get this flashback and re-live the start of the magazine that changed the Harley Riders' world forever. Read it, pass it on to your kids, frame it, but remember we've only printed up a small batch, so whatever you do, make sure you get your own copy of the very first *Easyriders*.

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HALL OF FAME
SWEDE MATZEK

Photo: Thomas Patrick

Swede Matzek is a man with a mission. Well known in his hometown of Yelm, Washington, as a Volkswagen repairman and local Good Samaritan, he's also known throughout the state as an advocate for motorcycle issues. He is currently co-director of Region 1 for the National Coalition of Motorcyclists.

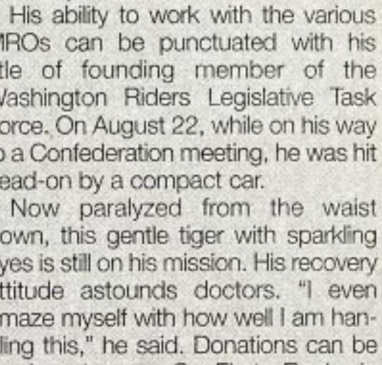
After a friend was killed in a motorcycle/semi-truck accident 12 years ago, Matzek dedicated most of his spare time to safety/legislative issues. Starting as Sergeant of Arms at the chapter level in ABATE, he was state coordinator in 1989-91. "He's worked with NCOM for more than ten years, and has played an extremely significant role in the formation of the Confederation of Clubs in Washington, the Northwest, and other parts of the country," says Steve Ellis, state coordinator for ABATE of Washington. "He continues to this day to be our ambassador. More than one ABATE chapter was started in Washington because of Swede and his ability."

His ability to work with the various MROs can be punctuated with his title of founding member of the Washington Riders Legislative Task Force. On August 22, while on his way to a Confederation meeting, he was hit head-on by a compact car.

Now paralyzed from the waist down, this gentle tiger with sparkling eyes is still on his mission. His recovery attitude astounds doctors. "I even amaze myself with how well I am handling this," he said. Donations can be made at any SeaFirst Bank in Washington, account #21835103, or any Bank of America (specify the Washington account). Cards/letters may be sent c/o ABATE of Wash., P.O. Box 8369, Tacoma, WA 98418. Or call him at (360) 894-2846.

—*Jana Rhoads Godfrey*

P.D. SWARMS
BMW RALLY



The AMA reported that approximately 2,000 motorcyclists attending the 25th Annual BMW Riders Association International Rally September 18-21 in Fontana Village, North Carolina, were subjected to a massive police presence apparently brought on by unjustified warnings about illegal activity.

Officers from the N.C. Highway Patrol, Tennessee Valley Authority, and Graham and Swain counties took part in the operation that lasted throughout the four-day rally. Those attending the event were subject to constant scrutiny from police patrols and flyovers from helicopters. Roads surrounding the site were heavily patrolled, and road blocks were set up for license and registration checks.

Graham County Sheriff Melvin Howell reportedly told event organizers that he initiated the action after receiving a tip that 14,000 outlaw bikers would attend. Despite assurances from rally organizers that the organization has a long history of peaceful rally events, police authorities went ahead with the operation.

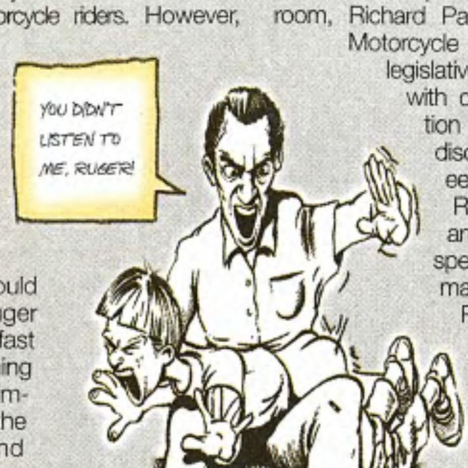
"We're looking into this matter to determine just what the reason was for such a massive show of force at an event that has absolutely no history of trouble," said Robert Rasor, vice president of AMA government relations.

—*Oz*

DOWN FOR THE COUNT
RUGER'S LAST ROUND

Recently, I had the opportunity to join Rob Rasor, AMA vice president of government relations, and a group of motorcycle activists for a Strum Ruger Company stockholder's meeting.

Our ride to Westport, Connecticut, was followed by an informative breakfast with Rasor. I learned of the AMA's effort to try and persuade Strum Ruger to change its employee medical insurance policy to not discriminate against motorcycle riders. However, Bill Ruger has been evasive on the issue and has not made himself available to even discuss the topic with the AMA.



As luck would have it, Ruger came to breakfast in the same dining room. I was impressed with the courteous and cordial pleasantries Rasor exchanged with him. Round one: Motorcyclists are normal and respectful of people.

As the stockholders' meeting started, those in suits were very aware that about 20 percent of the audience was wearing leather. Round two: Motorcyclists can and will join together against a perceived threat.

After the "state of the company address," we stood up and nominated Rick Gray to the board. Rick is an AMA member, attorney from Pennsylvania, and a Strum Ruger stockholder. (It should be noted at this point that Rick failed to get enough votes, but Ruger hasn't heard the last from him). Round three: Motorcyclists are undaunted owners of their company.

As a vote was called, those who had not mailed in their ballots were given the opportunity to complete one at that time. A couple of business people and most all of the motorcyclists requested a ballot. I suspect that the motorcyclists included Rick's name to their ballot as I did. The meeting came to a standstill as the ballots were filled out and then counted. Round four: Motorcyclists can be a force to be reckoned with.

During the lull, an opportunity was given for questions. Rick Gray started with three well-researched queries, all dealing with shaky business practices and questionable use of company funds. They were answered (some by company lawyers) with a lot of stuttering and backpedaling. Round five: Bikers are astute businesspeople too.

After a few quick questions from the room, Richard Paukner, Connecticut Motorcycle Riders Association legislative director, hit them with question after question concerning their discriminatory employee insurance policies. Ruger retorted with an obviously prepared speech that was off the mark in many areas. Round six: Motorcyclists can be intimidating.

To finalize our position, Rob Rasor questioned Ruger's missing the opportunity to take care of this issue quickly and easily without allowing it to swell into a large problem. By his refusal to meet or hear the AMA's position for the past several years, the AMA has had to seek remedy elsewhere—elsewhere being with the U.S. Congress working on the wording of the Health Care Portability Bill. The government, he reminded Ruger, is one entity no one wants in his affairs, whether a manufacturer or a motorcyclist. But Ruger's actions have forced the issue. The government has passed a bill that there will be "no" discrimination by an employer as to undermine the employee's choice of legal activities. Final round: Mr. Ruger, you may have won your battle, but you lost the war.

After the meeting, Rob thanked us for our support. He confirmed that the AMA is now concentrating its efforts on ensuring that the rules and regulations now being written for the Health Care Portably Bill will not get off-track, and will follow the intent of the law.

—Forrest Anderson

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WINNING COMBO

California Governor Pete Wilson signed AB-299 into law on Saturday, August 9, extending the California Safety Motorcycle Program (CMSP) and its funding into the 21st century. AB-299 was sponsored by the California Motorcycle Dealers Association (CMDA) which represents hundreds of California's motorsports dealers, and the California Motorcyclist Association (CMA), which represents the Northern and Southern California Harley-Davidson Dealers Associations. The signing guarantees that this training and education program will continue to save lives and lessen injuries through accident avoidance.

Since its inception in 1986, more than 100,000 motorcycle riders have taken part. All California riders under 21 are required to take the course before receiving their motorcycle license, but thousands of older, more experienced riders have also benefited from taking it.

The CMSP is funded through a $2 surcharge on motorcycle registration fees, thereby costing the taxpayers of California nothing.

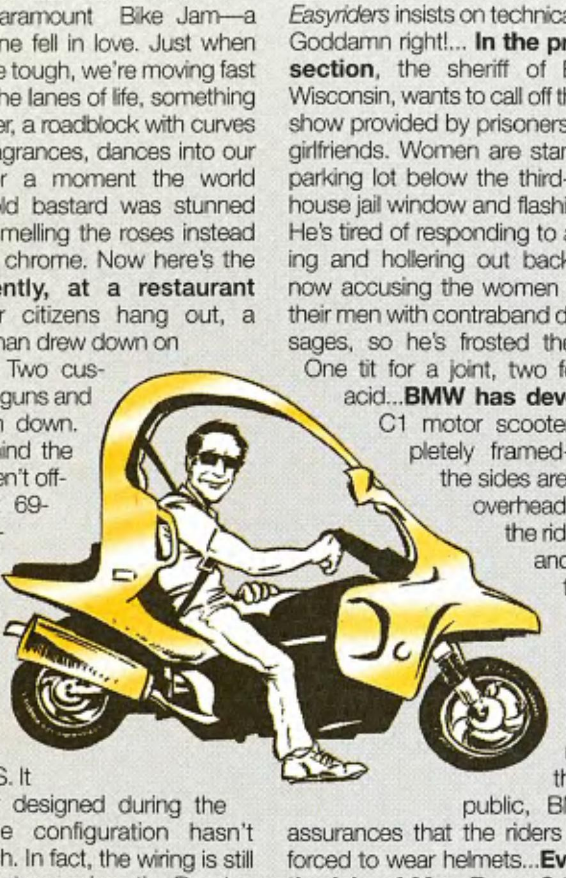
Since the program's inception, fatal motorcycle accidents in California have dropped by 69 percent and total motorcycle accidents have fallen 67 percent. Accidents among riders under 18 have dropped by 88 percent.

This program was scheduled to terminate on December 31, 1997, and it was only through a determined effort by the sponsors, ABATE of California, the American Motorcyclists Association, the Motorcycle Safety Foundation, and many other rider groups, and individual dealers, that the program was saved. The bill took on an urgency status because of budgetary considerations, and an unusual bipartisan spirit of cooperation among Sacramento legislators ensured its passage.

—Oz

SHORT STROKES
BIKES AND LOVE

While putting the finishing touches on my next book, *Outlaw Justice* (thanks to Melissa Colton, Michelle McCarthy, and Randi Rivers), and getting ready for Del Mar and a new event—the Paramount Bike Jam—a brother of mine fell in love. Just when we think we're tough, we're moving fast and splitting the lanes of life, something soft and tender, a roadblock with curves and sweet fragrances, dances into our lane, and for a moment the world stops. The old bastard was stunned and caught smelling the roses instead of picking up chrome. Now here's the news: **Recently, at a restaurant** where senior citizens hang out, a teenage gunman drew down on the waitress. Two customers pulled guns and shot the man down. The men behind the weapons weren't off-duty cops but 69- and 81-year-old dudes who were packin'... **There's a Russian scoot** with a sidecar being distributed in the U.S. It was originally designed during the war and the configuration hasn't changed much. In fact, the wiring is still bad. The exporters replace the Russian carbs, ignitions, piston rings and exhaust valves before they get here, but that doesn't improve the Ural much. Apparently, the only redeeming qualities are the price and fat, roomy seat...**The bro who sent me** the above news item, J.C. of Weedsport, N.Y., works for the company that makes Torrington and Timken bearings. He says they're made from the same steel, just given different names...**By the way,** I'm beginning to receive some interesting news items through my Web site, Bandit's Bikernet (www.bikernet.com). Thanks...**There are several anti-gun laws** floating around the California capitol building, including a handgun ban (SB-500), a bill to regulate magazines for guns (SB-1339), and a good bill (SB-517), to protect gun ranges. Check 'em out...**And from Jim Fields in Tampa, Fla.**, a correction. "A Wordmonger letter writer recently referred to Jap bikes as 'ring-ding.' The correct term is 'rinky-dink.' The term 'ring-ding' is correctly used to describe Jap cars. Also for the record, Jap trucks are called 'chink-en-shit.' I'm pointing this out because I know the editor of *Easyriders* insists on technical accuracy." Goddamn right!... **In the prison news section**, the sheriff of Eau Claire, Wisconsin, wants to call off the free peep show provided by prisoners' wives and girlfriends. Women are standing in the parking lot below the third-floor courthouse jail window and flashing their tits. He's tired of responding to all the hooting and hollering out back. They are now accusing the women of signaling their men with contraband dealing messages, so he's frosted the windows. One tit for a joint, two for a tab of acid...**BMW has developed** the C1 motor scooter. It's completely framed-in, though the sides are open. With overhead protection, the rider stays dry, and apparently the company claims improved safety. Before they're released on the German public, BMW wants assurances that the riders will not be forced to wear helmets...**Ever been to the Isle of Man Races?** I may try to make it next year, especially now that England's Manx Motorcycle Action Group (Manx MAG) and the Isle of Man Steam Packet Co. got together to allow bikers the same discounts as motorists. Anyone experiencing difficulties when traveling by sea to the Isle Of Man is requested to pass complaints on to Manx MAG (tel: 01624 663242)...With the news behind me, I'll straddle my new chopper and test my will and the 98-incher with the maniacs roaming the streets at night. I'll have a couple of JD's, discuss bikes with the bros, and watch the temptresses of the night in short skirts attempt to sway me from my mission. Because when I look at the hurt in my bro's eyes and his distant gaze, I know he's stricken by a bug so strong it can turn a rugged riding individualist into a baby-totin' compact-driving nine-to-fiver. I shudder at the thought. Ride forever. —*Bandit*



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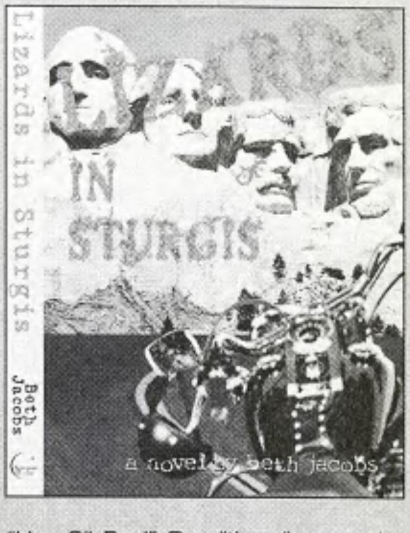

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I have to give myself a little credit for being able to stay awake for 15 of the 29 chapters. My opinion? Beth Jacobs went to Sturgis one year and something pissed her off. She went around and wrote down all the street names, hangouts, cities, and tourists sites, then sat down in front of a television. She must have rented every B movie ever made about, or focusing on, bikers and then in the immortal words of my favorite character in the movie *Clerks*, it was time to "kick back, drink *shome* beer, and *shmoke* shum weed!"

I might read this one when Jerry Springer doesn't have any shoe-throwin', knuckle-draggin', club-footed, buck-toothed, trailer-dwellin', backwoods-cousin-fuckin', crank-cookin', spam-eatin', po' white trash, transgendered, alien-abducted priests on one night. Buy the book. Take yer chances!

—*Oil Can*

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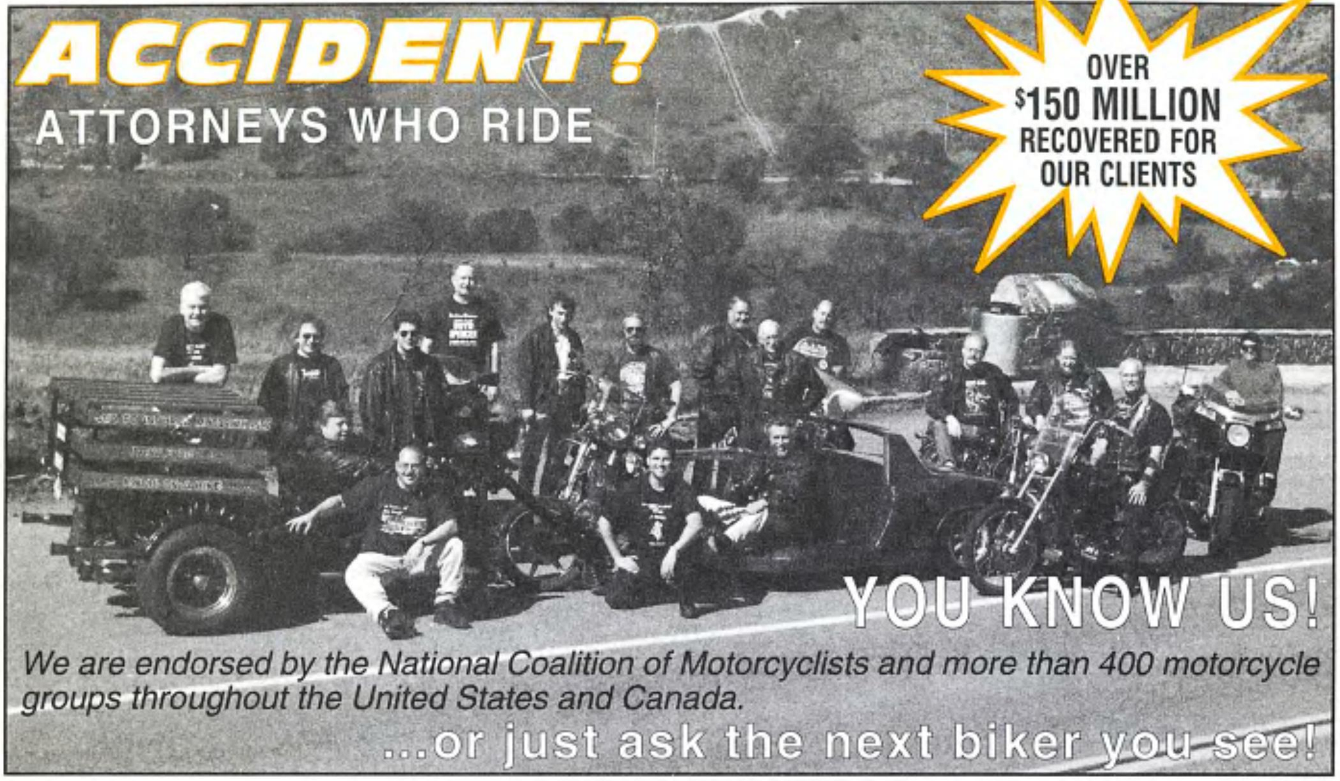

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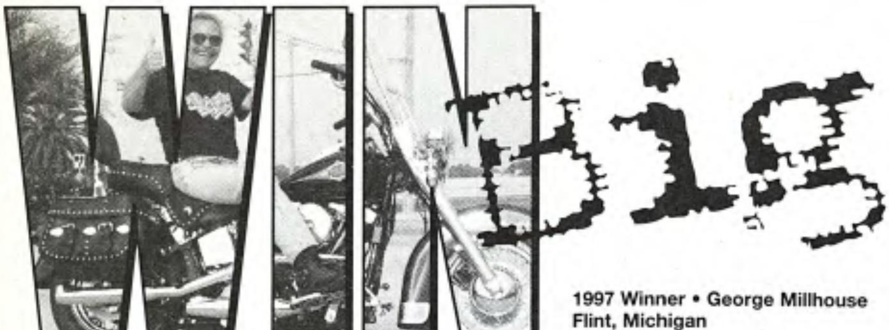

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CROSS COUNTRY

We've all had brothers at one time or another who struggled to get their bikes finished. They fought to get the cash, to find each component, to pay for the labor, to get the engine rebuilt, and there were months, sometimes years, of collecting dust between action. Well, to this old scooter tramp, the movie business seems to be much worse. We've got this story about five guys struggling to make it cross country. It's the dream we all have, to pack our shit and head out. But this movie process is slow. Conrad Goody, who was recently in *Con Air*, wrote it based on my book outline, and I won't be surprised If I complete the book before the movie is made. It's just the business. We're still sanding the chassis with changes to the screenplay.

However, there *is* progress. Conrad recently signed a new manager, Eve Brandstein. She worked for Norman Lear for a decade and has worked on shows such as *One Day At A Time*, *Facts of Life*, *Different Strokes*, and *Who's the Boss*, as well as over 40 pilots. I'm impressed that she's putting up with Conrad as his manager and that she likes the screenplay.

It's sorta like walking into a bank in your grubbiest jeans and a black T-shirt and asking the V.P. of loans if you can cop a few bucks to buy a '56 Panhead. She asks why you want a motorcycle. You explain that they're your entire life, only you don't have one. A glint sparkles in her eye, her rosy lips turn up slightly, and for the first time you see the whitest teeth you've ever seen. She reaches across the table, takes your hand in a firm professional handshake, and says, "I can dig it."

So she likes it and understands the passion, but that doesn't mean we don't have to rebuild the engine, powdercoat the frame, and rechrome everything. We've still got a lot of work to do.

—Bandit

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152-00 Straight cut / 152-20 For 84-★ Softail Slash cut
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STACKED DUALS FOR SHOVELHEAD
BM-520X Slash cut / BM-5X Straight cut For 70-83 FX
HEAT SHIELDS FOR STACKED DUALS
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20% Applied
RR001516 (2) chrome
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Special Air Draft Design for Additional Cooling High-Performance Intake & Exhaust Ports
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17502-66C Set (2) chrome ....66-83 FL, FX $299.95(N)
17502-66P Set (2) polished...66-83 FL, FX $249.95(N)
2 INTO 1 EXHAUST SYSTEM FOR SOFTAILS
20% Applied
11-165 Rocket Style, chr.........84-★ ST $167.96
11-175 Antique Fishtail, chr.....84-★ ST $167.96
20% Applied
CROSSOVER DUAL EXHAUST
800-00 Muffler Opt..................84-★ FXST $350.
800-10 30" Dragpipes,w/Fish.......84-★ FXST $375.
850-00 Muffler Opt..................84-★ FXST $375.
TAPERED TURBOS FOR FL, SOFTAIL, FX(R) & SPORTSTER
1102 Tapered Turbo..84-★ FXST $111.95
1201 Tapered Turbo.....70-83 FX $111.95
1118 Tapered Turbo.86-★ Evo. Spt. $111.95
1402 Tapered Turbo..........57-85 XL $99.95
3000-10R Tapered Turbo.....93-★ DG $127.95
DRAG PIPES 20% Applied
1101 Drag Pipe, 1¾".........84-★ FXST $63.95
1122 Drag Pipe, 1¾"..........84-★ FXR $71.95
1301 Drag Pipe, 1¾"............70-84 FX $96.95
1117 Drag Pipe, 1¾"....86-★ Evo.Spt. $65.95
1401 Drag Pipe, 1¾"...57-78,80-85 XL $51.95
0707 Drag Pipe, 1¾"..........79 XL only $63.95
3000-00R Drag Pipe,1¾"..93-★ DynaG $65.95
FOR SHOVELHEAD 70-83
20% Applied
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850-00 Crossover Dual Exhaust ....70-83 FLH, FX $380.
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5000-30 Turnout..........................$152.96
5000-00 Fishtail..........................$135.96
TURNOUT
SLASHCUT
SLASHCUT 20% Applied
1104 Slashcut...................1¾",84-★ FXST $111.96
1125 Slashcut...................1¾",82-83 FXR $119.96
1203 Slashcut......................1¾"70-83 FX $111.96
1303 Slashcut..1¾"w/or w/o kickstart 70-84 FL, FLH $135.96
1120 Slashcut.............1¾",86-★ Evo. Spt. $111.96
11-062 Slashcut.......1¾",Shovel 84-★ FXR $111.96
3000-20R Slashcut.............1¾",93-★ DG $127.96
TURNOUT
1103 Turnout....................1¾",84-★ FXST $127.96
1119 Turnout.............1¾",86-★ Evo. Spt. $127.96
1124 Turnout.....................1¾",84-★ FXR $127.96
1202 Turnout.......................1¾"70-83 FX $127.96
1125 Turnout.....................1¾",Spt. Rigid $119.96
1404 Turnout........................1¾"57-85 XL $99.96
1414 Turnout.......................1¾"Spt. Rigid $119.96
1304 Turnout.....1¾"w/or w/o kickstart 70-84 FL, FLH $151.96
3000-30R Turnout..............1¾",93-★ DG $127.96
UP SWEEP PIPE FISHTAIL 20% Applied
w/brackets & mounting hardware, w/o baffles
1500-00 F/tail.........84-★ FXST, FLST $152.96
5000-00 F/tail.........Shovel 70-84 FX $152.96
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FISHTAIL
1112 Fishtail............1¾",84-★ FXST $143.96
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5000-30 Turnout.......Shovel 70-84 FX $152.96
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ALASKA
ABATE Anchorage Chapter
Info: (907) 248-7828

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

Polar Bear Run
Date: January 1, 1998
Place: Sierra Vista
Info: (520) 458-8967

Arizona Bike Week
Date: February 7-15
Place: Phoenix
Info: (602) 970-3757

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

Vintage Bike Show/Swap
Date: February 8
Place: Little Rock Expo Center
Info: (501) 988-1480

CALIFORNIA
ABATE of California
Info: (805) 641-2334

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Colorado Bike Show/Swap
Date: Jan. 31-Feb. 1
Place: Denver
Info: Jack Portice, P.O. Box 59, Como, CO 80432

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: P.O. Box 10923, Wilmington, DE 19850

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Back Seat Tavern's Bash & Bike Show
Date: January 10
Place: Arcadia
Info: (941) 494-1919

Marked For Life Female Tattoo Artist Expo
Date: January 15-19
Place: Holiday Inn, Orlando
Info: (407) 281-1228

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Bike Show/Swap Meet
Date: January 18
Place: Lakewood Fairgrounds, Atlanta
Info: (404) 294-8900

Chili Cookoff
Date: February 7
Place: ABATE District I
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 521-2487

IDAHO
Idaho Coalition For Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

M/C Parts Extravaganza
Date: February 1
Place: Will County Fairgrounds, 40 miles south of Chicago
Info: (319) 462-6011

INDIANA
ABATE of Indiana
Info: (317) 442-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Midwest M/C Show/Swap
Date: January 24-25
Place: Sioux City Convention Center
Info: (712) 262-8910

Capitol City Custom Cycle Show/Swap
Date: February 14-15
Place: Des Moines Fairgrounds
Info: (712) 262-8910

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers Of Maine
Info: (207) 947-1470

MARYLAND
ABATE Of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

ABATE State Seminar
Date: Jan. 30-Feb. 1
Place: Harley Hotel, Lansing
Info: (313) 421-4367

Giant M/C Swap Meet
Date: February 8
Place: Lansing Center, Lansing
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom Of Road Riders
Info: (800) 309-RIDE

Kansas City Super Show/Swap Meet
Date: January 10-11
Place: American Royal Complex Hall
Info: (712) 262-8910

M/C Parts Extravaganza/ Bike Show
Date: January 18
Place: American Royal Complex Hall
Info: (319) 462-6011

MONTANA
ABATE Of Montana
Info: (406) 434-2473

Meeting/Party/Auction
Date: January 16
Place: Lower Yellowstone
Info: (406) 365 2175

NEBRASKA
ABATE Of Nebraska
Info: (402) 489-0651

NEVADA
ABATE Of Nevada
Info: (702) 753-8825
NACM
Info: (702) 870-6121

NEW HAMPSHIRE
NHMRO
Info: (603) 627-3528

NEW JERSEY
ABATE Of New Jersey
Info: (908) 549-1990

NEW MEXICO
ABATE Of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE Of New York
Info: (607) 387-3433

AM-JAM
Date: January 24
Place: Schenectady
Info: (518) 346-0521

NORTH CAROLINA
Concerned Bikers Association
Info: (800) 479-3087

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Frostbite Party
Date: February 14
Place: ABATE District 4
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Stark County Veterans Memorial Committee Bike Show/Swap Meet
Date: February 1
Place: Civic Center, Canton
Info: (330) 452-2285

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

M/C Parts Extravaganza
Date: January 11
Place: Memorial Hall, York Fairgrounds
Info: (319) 462-6011

RHODE ISLAND
Rhode Island Motorcyclists Association
(401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

South Carolina Legislative Session Begins
Date: January 13
Place: Columbia
Info: for copies of bills and general info, call the statehouse at (800) 922-1539, for legislative updates call the ABATE Legislative Hotline: (888) SC-ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE
Info: (615) 883-5024 or (916) 669-3745

Lyle Tuttle Old School Tattoo Expo & Trade Show
Date: Jan. 29-Feb. 1
Place: Hilton Inn, Knoxville
Info: (704) 932-1872

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (800) 222-0913

UTAH
ABATE Of Utah
Info: (801) 627-1117

VERMONT
Freedom Of The Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE Of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE Of Washington
Info: (206) 643-9675

WASHINGTON, D.C.
ABATE Of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE Of West Virginia
Info: P.O. Box 5110, Charleston, WV 25361

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Shades Of Blue Tattoo Show
Date: Jan. 31-Feb. 1
Place: La Crosse Center, La Crosse
Info: (704) 932-1872

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

CANADA
Motorcycle Super Show
Date: January 2-4, 1998
Place: Toronto
Info: (905) 655-5403

PUERTO RICO
Old San Juan Tattoo Extravaganza
Date: January 15-18
Place: Sands Hotel & Casino Resort, San Juan
Info: (787) 722-0693

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047; fax: 011 32 2 736 9401; e-mail: SimonMilwardFEM@compuserve.com

RACING EVENTS
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ECRA: (609) 652-1159

AHDRA: (919) 229-4877

AMA: (614) 891-2427

EASYRIDERS 1998 BIKE SHOW TOUR

Pomona, California
Date: January 3
Place: L.A. Fairplex
Info: (818) 597-2686

Charlotte, North Carolina
Date: January 17
Place: Charlotte Convention Center
Info: (818) 597-2686

Chicago, Illinois
Date: January 24
Place: Navy Pier Convention Center
Info: (818) 597-2686

Detroit, Michigan
Date: February 7
Place: Cobo Convention Center
Info: (818) 597-2686

Columbus, Ohio, $35,000 Invitational
Date: Feb. 13-15
Place: Veterans Memorial Exposition Hall
Info: (818) 597-2686

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

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Castaways	2 miles south of Main	$79-$129
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Clarion	1 mile south of Main	$89-$139
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PASSING GAS

"Good news, Miss Jones—you passed."

"I'm gonna break off and fill 'er up. The scoot needs gas, too."

A dedicated union shop steward was attending a labor convention in Las Vegas and decided to check out some of Nevada's legal brothels. When he got to the first whorehouse, he asked the madam, "Is this a union house?"

"No, I'm sorry, but it isn't," she replied.

"Hmm. Well, if I pay you $100, what cut does the girl get?"

"The house gets $80, and the girl gets $20," was her answer.

Offended at such an unfair operation, the shop steward promptly stomped off down the street in search of a more equitable shop. Finally, he reached a brothel where the madam declared that hers indeed was a union house.

"And if I pay you $100, what cut does the girl get?" he asked.

"The house gets $20, and the girl gets $80," said the madam.

"That's more like it!" declared the shop steward, pulling out his wallet. He looked around the room and pointed to a stone-fox redhead. "I'd like her for an hour or two."

"I'm sure you would, sir," said the madam, gesturing to a fat 60-year-old woman in the corner, "but Sadie there has seniority."

Hood
The Valley, Calif.

A confused 9-year-old boy tugged on his New Age mother's hand and asked, "Mommy, is God male or female?"

After thinking for a moment, his mother answered carefully, "Well, God is both male *and* female."

This confused the rugrat even more, so he asked, "And is God white or black?"

"Well, sugar, God is both white *and* black," she told him.

This really threw the kid, so he asked, "Mommy, is God gay, or is He straight?"

The mother was really getting concerned now, but sticking to the New Age line, she told him, "Honey, God is both gay *and* straight."

At this, the boy's face lit up with a flash of understanding, and triumphantly he asked, "Mommy, is God Michael Jackson?"

Hot Shot
Lafayette, Ind.

The graybeard still loved chasing chicks, even though he was over 90 years old. When his ol' lady was asked by her friends if she minded, she laughed and said, "Why the hell should I? Dogs chase cars, but they sure as hell can't drive one if they catch one, can they?"

Elizabeth Lenser
Colorado Springs, Colo.

"Mr. Fishbird has adjusted very well to the hospital's lack of privacy."

"Actually, lady, you're supposed to put the *other* end in your mouth."

"Shit, I just got a letter from the IRS," Mad Mike told his ol' lady. "Do you think I ought to scrounge up a coat and some slacks for the audit, or just go in my T-shirt and jeans as usual?"

"Take it from me," said his ol' lady, "because I'm going to tell you the same thing my mother told me when I asked her whether I should wear pajamas or my sexy black negligee on our honeymoon. She said, 'Baby, it doesn't matter how you dress—you'll get fucked either way.'"

Shark
Circling

Just married and still in the throes of love, the young bro was hanging the framed piece of needlework in the kitchen. "God Bless Our Happy Home," it said.

His new bride took one look and said, "It goes on the other wall, asshole."

Buzzard
West Coast

What's the greatest war song ever written?

"Here Comes the Bride."

Doc Tillis
Denton, Texas

As he cross-examined the county coroner, the defense attorney asked, "Before you signed the death certificate, had you taken the man's pulse?"

"No," the coroner replied.

"Oh? Well, then, had you checked for breathing?"

"No, I did not."

"So when you signed the death certificate," the defense attorney asked with a smirk, "you had not taken any steps to make sure the victim was actually dead, had you?"

"Let me put it this way," replied the badgered coroner. "The man's brain was sitting in a jar on my desk. But," he added, "I guess he could still be out there practicing law somewhere."

The Rocker
Land Of Ahs(hit)

What's the difference between E.T. and a biker on the road?

E.T. called home.

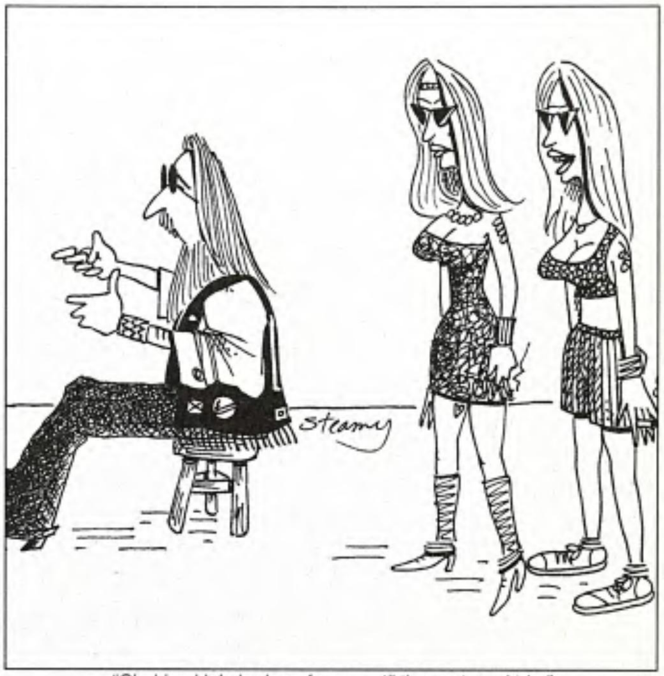
David Gamble
Ogden, Utah

The tighter the money, the higher the interest.

It's the same with a leather skirt on a hardbelly.

Herm Albright
Indy

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.



"Oh, him. He's in deep-freeze until the next road trip."

"Have my daughter home by 11 o'clock ...
and, yes, they're real."

TALKING TECH

PIPE PROBLEMS

Help! My ol' man just got my '78 FLH done (by the way, thanks Dino) and I've run into some trouble finding upsweep fishtail pipes. I've tried pipes from different suppliers that were all made for my baby. My problem is they cover my transmission fluid plug. It's not practical to remove the pipe just so I can check or add tranny fluid. If you have any idea what pipes I can buy to take care of this, I'd appreciate the help. She just doesn't have quite the look I want her to have without those pipes! At the Harrisburg Farm Complex Show a few years back, I saw a bike from Camp Hill, PA that had what I needed. I couldn't track the owner down at the time of the show though. Any help would be appreciated!

Lauri Fauth
York, Pennsylvania

I see what you mean. A quick browse through the catalogs is showing me that fewer and fewer exhaust companies are bothering with the older bikes anymore. What a pisser, indeed. CCI has some upswept fishtails, but they are for pre-'70 Shovelheads in rigid frames. It's quite possible though that they could be adapted to fit your bike. However, KüryAkyn has some very cool trans plugs that have little dipsticks on thumb screws that come out of the plugs at different angles. Take a look at their catalog, or call (715) 247-5008. Also try Paughco for early pipes (702)246-5738.

PING PAIN

I have a 1985 FLT Tour Glide. My problem is, I get a pinging or what sounds like a detonation sound when I lug the motor down then accelerate back into it again. It also happens when I take off from a light after a good day of riding. My bike has an oil cooler with thermostat. The engine and carb are stock. The air cleaner was changed from stock to a round, chrome one. The stock mufflers were replaced and aftermarket mufflers were installed. I run Sunoco 94 octane gas. How can I get rid of the noise?

John Meredith
Mansfield, Ohio

You haven't modified the engine in your bike, so it would be tempting to say that your spark plug heat range is too hot. However, since you did switch to aftermarket mufflers, this adds something else. Even on a stock engine, a better flowing muffler will increase power. But if you haven't re-jetted the carb to compensate for this, your problem may be a lean mixture. The other area to check would be ignition timing. Have the timing checked. It may be necessary to retard the timing a couple of degrees to also make up for the slight increase in the engine's efficiency from the aftermarket mufflers. Remember, when an engine is at full operating temperature, a problem of this nature will either be fuel mixture or spark related.

SPEEDO SOLUTION

I'm in the process of putting together a '49 and a '62 Panhead out of two basket bikes. How can I determine the correct speedo drive ratio? I know what the parts catalogs say should be on the bikes by year, but keep in mind I don't know what anybody else has done inside these units. And for reliability and safety sake, should I shy away from the mechanical brake on the '49? If so, what would you suggest?

Don Windsor
Boston, Massachusetts

According to my sources, the proper speedometer drive ratio for all '47-'67 FL models is 2:1. The countershaft gear and drive unit in the tranny or trannys you have should be for the 2:1 ratio based upon the information you provided. The only other drive ratio available is 1:1 such as used on FL, FX and FXWG models since '68 with transmission-mounted speedo drive units. So even if the transmission has been butchered, your options for narrowing things down are pretty easy. Set up a mechanical brake correctly and it'll work fine.

WHAT'S IT WORTH?

I am writing to you in regards to a 1970 Harley, model 70F. The bike was inherited by a friend of mine and she wants to know a few things about this machine. First of all, on the engine case is a number 170-1111. I'm told it's for a '70 bike, built the first month, first day, first one. The VIN number is 2A10860H0. What do these numbers mean? I am trying to find out the value of the bike. It is all dressed out and has every possible piece that can be chromed on it. Could you give me an approximate value on this beautiful machine? If we can get the right price out of it, we just might sell it for a new one.

Gary Liscardi
Grafton, Ohio

If it were up to me, I would keep the ride and enjoy it. The "older" Shovelheads are getting harder to come by, and they turn plenty of heads because they are classic iron. As for the model number, perhaps you mean the bike is a 1970 FLH. Here's what I make of the VIN, and anyone out there who spots an error is welcome to straighten us out. From the Harley-Davidson parts catalog covering '41 to '80 FL models: 2A is an FLH with a 1200cc or 74-inch engine; 10860 is the sequential number (the 10,860th one made, model or overall, I'm not sure); H is the manufacturer's code for 1970 through 1979 (a J here would denote 1980 and later); and the 0 at the end is the model season, in this case 1970.

According to my Harley manual, the engine number (stamped on the left case) on a 1970 should be the same as the one found on the steering head. Value? Hell, in Los Angeles it could go for over $15,000. Best bet there is to check around with some local shops and tell them you are looking to buy this bike, so they will tell you what they would pay for it. I personally wouldn't sell it for less than $10,000, but then I would also keep it. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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BROS CLUB NEWS

Photo: Speed

Hangin' out at the *Easyriders* Detroit store.

Suckin' Suds And Lack Of Duds
Hot Bros Club Action

There has been a lot happening out here in Bros Club Land. Some of you may know that I broke my ankle this past Memorial Day Weekend. As soon as the bone doctor said it was OK, Sparky and I shot out of town before he could change his mind. First we hit the *Easyriders* Rodeo in Prospect, Philadelphia. It attracted plenty of local Bros Club members who spent the weekend suckin' up suds and studyin' the lack of duds on female participants.

During the same weekend the Capitol *Easyriders* Bros Club Chapter in Gaithersburg, Maryland, organized a two-day poker run covering almost 400 miles of Maryland, Delaware, Philadelphia, and West Virginia countryside. Store owner Al Crandall said that they rode through chrome melting temperatures for this time of the year. It crested 105 degrees in Washington, D.C.

Next I jammed to a meeting of the Detroit Bros Club Chapter at the *Easyriders* of Detroit store in Mt. Clemens. They are taking dues at each meeting, and the store matches the amount raised. Before Christmas, it will be donated to help several needy families so they can enjoy the holidays.

After the meeting, as the moon made its way into a humid summer sky, we all ultimately found iced-down relief at the Main Street Tavern.

Saturday morning we all met at the Detroit *Easyriders* store early and had breakfast at the Main Street Tavern across the street. The breakfast and Bloody Marys were much needed after Friday night's action.

At 11 a.m. we had 22 bikes and their passengers lined up and ready for the ride to Fowlerville. We had a bitchin' ride in some great weather. The store owners set up a Bros Club V.I.P. area in the campground close to all the action. Those of you in the Detroit area that aren't members of this chapter are missing a whole lot of fun.

From Michigan, Sparky and I rode to the Chicago area to meet up with some Bros Club members and join them on a ride to the Kankakee, Illinois, *Easyriders* Rodeo. Seventeen bikes and riders were led by Lloyd " The Pathfinder" Krivanek who is the Chicago chapter rep.

Lloyd led us through the cornfields of Illinois and we only had to make one U-turn to get back in the right direction. We all had a blast at the rodeo and made as much noise as was possible. If you live in the Chicago area check this chapter out. You can find them at the Chicago *Easyriders* store—they always have something going on.

I have some bad news: Jerome Buffington, the chapter rep for the recently formed Atlanta, Georgia, Bros Club Chapter, was killed by an errant cage driver after he returned from a month in Sturgis. Those of us who knew Jerome hope he continues his riding in the hereafter. He lived to ride and will be sorely missed by all of us.

I gotta go get ready for the Chillicothe, Ohio, Grand National Rodeo. Thanks to all those who sent me e-mail about my ankle. I hope to see you out there soon.

Ride safe and be well. —*Gregg Daniel*

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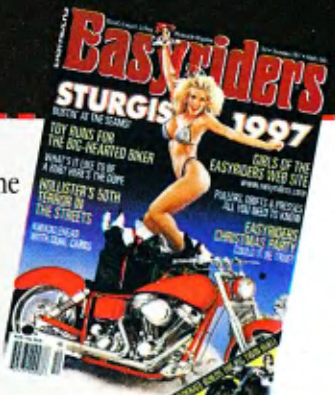

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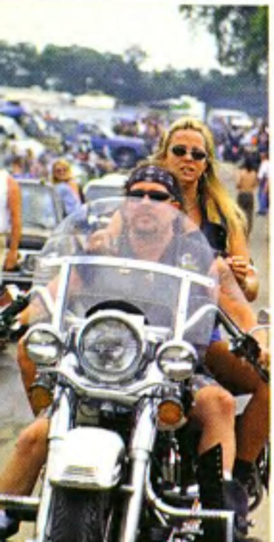
GREAT EIGHT FINISHES BIG SEASON IN CHILLICOTHE

TRULY GRAND NATIONALS

Ten years sure whip by fast. That thought flew through the ol' skull, momentarily shaking off the daze of the road and the drone of the stock pipes on Gregg and Chicky's dresser as we meandered down the green-framed ribbon of Highway 23, out of Columbus, Ohio, puttin' southeast to Chillicothe for the 10th Annual Rodeo Grand Nationals last Labor Day Weekend.

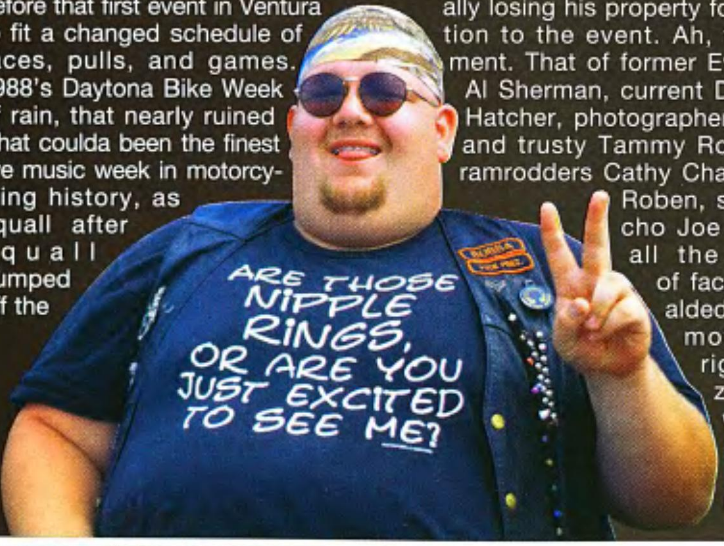
Gregg Daniel, better known as Speed to us at the office, led a contingent of Bros Club members from the *Easyriders* franchise store in Columbus for the 60-mile putt to the Ross County Fairgrounds. For us, *Easyriders* Video Director Kit Maira and me, Rodeo Loudmouth, it had been a long night flying out from L.A., and it felt good to dust off the cobwebs with a putt that would leave the California brown in the rearview. This was my first year at Chillicothe, and all the stories of partyin' crowds, campgrounds called The Zoo, and overflowing grandstands had us pumped. We weren't disappointed.

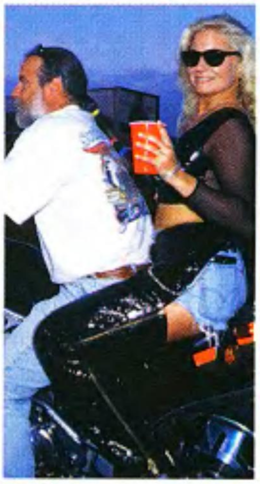
Since the outset 10 years ago and the dawning of a daunting idea from from our *Easyriders* Trail Boss/Walking Boss Joe Teresi, this little adventure called the *Easyriders* Rodeo has been an effort geared toward getting our people—you—together in a sport that would reflect our lifestyle, and provide entertainment and excitement amid good ol'-fashioned motorcycle competition. The Rodeo was truly based on old-time motorcycle lore, and from its inception, back in 1987 in Ventura, California, many people had come and

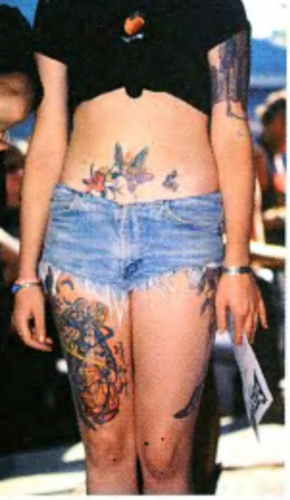


gone. That's the way of the road. It's the people who make or break anything, and the Rodeo was, and is, no exception. To hang with our crew and the demonic schedule it endures and perseveres through takes a lot of guts. And balls. And our people have 'em. Especially our women.

Flashes from the past rolled by: Sitting out a desert sandstorm in Casa Grande, Arizona. Rain everywhere. Audiotaping a season's worth of Rodeo music with Bill Van Dyke in a week, that then had to be reformulated in a night before that first event in Ventura to fit a changed schedule of races, pulls, and games. 1988's Daytona Bike Week of rain, that nearly ruined what coulda been the finest live music week in motorcycling history, as squall after squall dumped off the Atlantic, only to clear gloriously for Sunday's finals at the Island Ballpark where Rodeo Ray Tewksbury and Gary Freel began their legendary rodeo careers. Then there was the *Easyriders* 18-wheeler's bumper accidentally hooking an 8-foot-high chain link fence, and pulling it taut like a rubber band catapult till it snapped. Or brother Bobaloo Benavides riding his rigid Shovel/Pan cross-country as scout and point man to prep local officials, in all types of weather, against all kinds of odds and eventually losing his property for his dedication to the event. Ah, the commitment. That of former Event Director Al Sherman, current Director Leon Hatcher, photographer Billy Tinney and trusty Tammy Robinson, and ramrodders Cathy Chaffin and Kari Roben, security honcho Joe Amore, and all the thousands of faceless, unheralded ABATE and motorcyclists' rights organization folks who staff, guard, and provide a means to →







Easyriders
STAFF

accomplish the end in every locale. These were the people and memories running through my cranium as we pulled off the interstate to the scenic two-laned Rt. 104, riding by state correctional facilities, their prisoners faces pressed against the fences to catch a whiff and a wink of freedom or tits, into the cornfield-lined Ross County Fairgrounds. It was time to go to work.

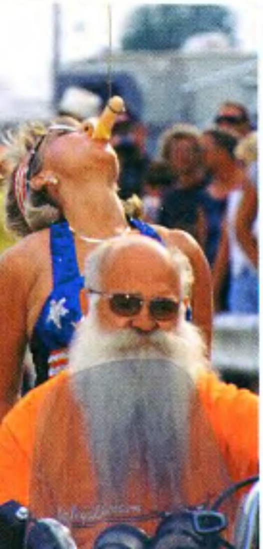
The 1997 season was called the Great Eight on account of the number of regional events scheduled, half as many as in previous years, as the Rodeo stayed east of the Mississippi, with the concentration centering on towns that had given the most previous support to the show. The strategy worked. No doubt, many Westerners missed their chance in the sun. Somewhere down the road we'll return to Washington and California. But this year Chillicothe definitely deserved the chance to host the Big One.

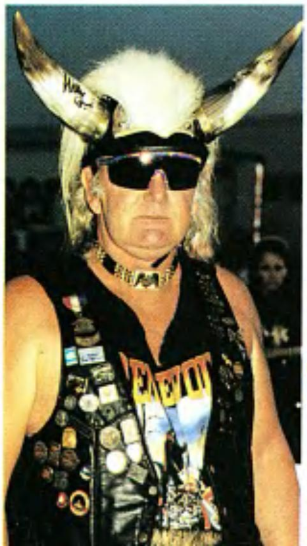
The summer's heat and humidity had been replaced by cool and pleasant fall skies. Cloud cover, but no rain. Perfect conditions.

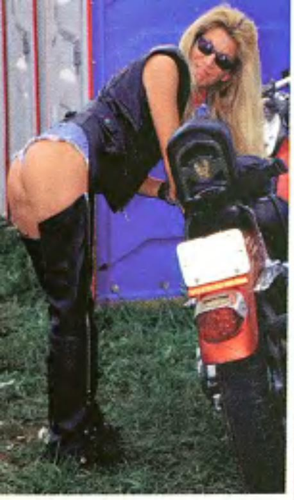
Once inside the Ross County Fairgrounds gate, it was obvious these people were there to party. Going in to the proceedings, Ohio native Robert Tabor of Canton had a grip on the points lead, with no intention of stumbling down the ladder at his Buckeye homecoming. Bob Hanna of Claymont, Delaware, and Gary Freel of Ames, Iowa, were within shouting distance. With perfect riding, no mechanical problems, and some good luck either one could have conceivably come away with the winner's golden Grand National Champion belt buckle and a thick wad of cash.

Saturday afternoon's practice and qualifying session had weeded out lesser talents, and had been controversial in the disqualifying of Rodeo fan favorite Ray Tewksbury. His trike had made the grade, then through an error in judgment, bad luck, or brainlock, Rodeo Ray took the scoot back to his pit before tech inspection, and a protest was filed. After the rules committee, made up of fellow riders, met and gave Ray the thumbs down, it allowed the next man down, Scott Stewart, to compete on Sunday. All sorts of hell and venom was unleashed by Rodeo Ray and his team. But in short, rules are rules. Can't break 'em.

Sunday broke clear and clean, and the parade made its way into the arena at 2 p.m. Al Bulling had the honor of riding Captain America, packing the →







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Trophy Girl, and leading the parade in front of the sold-out, standing-room-only bleachers for the playing of our National Anthem. And the flag was up.

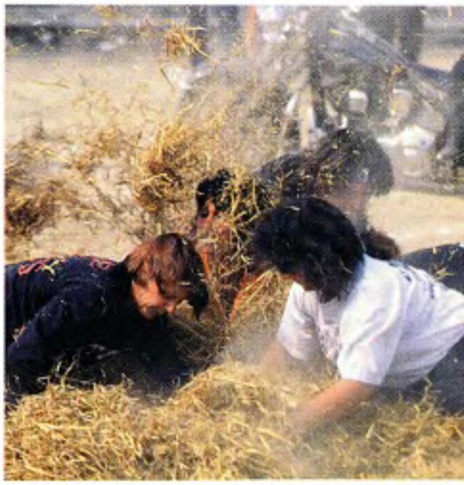
Robert Tabor was on a mission, saying later that, "I finally did what I set out to do. This was the hardest goal I have ever achieved." This season was missing its defending champion, Mike Poisson, who sat it out, due to personal affairs. However, Mike made it to the Grand Nationals to keep his hat in the ring, and provide the stiffest competition. No one was going to walk away with Poisson's championship without his say.

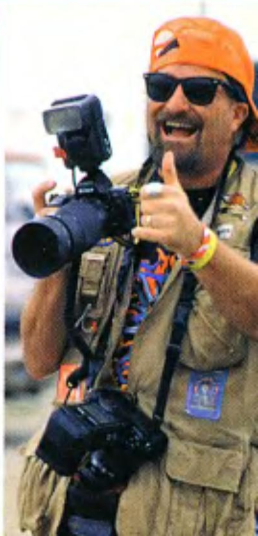
Prior to coming to Chillicothe, Tabor had jacked himself up by watching *Easyriders* Video #33, featuring the previous year's Rodeo Grand National coverage. Something stuck in his mind: To be the champ, ya gotta beat the champ. In getting to race against Mike Poisson, he would be able to prove himself.

He did. "Bob Hanna had been on my butt all year, and the video inspired me. Skin to win, man," Tabor said as he reflected on the season. He added that, "Since 1993, when we really got our sponsorship going, we kept running into bad luck—first mechanical problems, then personal. We finally overcame it all this year. The key was controlling the horsepower. We won seven out of eight firsts in the solo sled fuel pulls and one second, with my son, Jason, as my mechanic. He's seventeen, and next year he wants to ride. If he rides as well as he wrenches, I could be in trouble. I'd like to thank my sponsors, Canton Cycle, Mega Perfomance from Canada, Rivera clutches, ABATE of Ohio, Region 1, and ABATE/ CMRO Region 11 and 8 who have always supported me."

We would also like to thank ABATE of Ohio, for its unequaled diligence in helping us putting the Rodeo on the glide path to the Buckeye state.

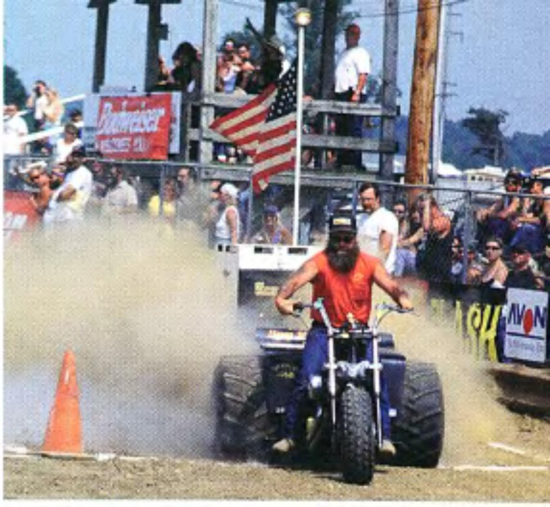
—Rodeomouth





WINNERS LIST, CHILLICOTHE, OHIO, RODEO GRAND NATIONALS AUG. 29 - SEPT. 1, 1997

EVENT/WINNERS NAME	CITY/STATE	POINTS
SLOW RACE		
1. Robert Tabor	Canton, OH	200
2. Cecil Upton	Nicholasville, KY	150
3. Bob Hanna	Claymont, DE	100
4. Gary Freel	Ames, IA	50
WIENIE BITE		
1. Robert Tabor/Robin Christensen	Canton, OH	200
2. Bob Hanna/Wendy Dupell	Claymont, DE	150
3. David and Melanie Vancil	Ava, IL	100
4. Gary Freel/Nora Franco	Ames, IA	50
POTATO HAYSTACK		
1. Vern and Kathy Demorest	Greenville, MI	200
2. Bob Hanna/Wendy Dupell	Claymont, DE	150
3. James Murling/unknown partner	Duncannon, PA	50
4. Jim Albeny/unknown partner	Richmond, VA	25
KEG DERBY		
1. Robert Tabor	Canton, OH	200
2. Bob Hanna	Claymont, DE	150
3. Scott Stewart	Webster, MA	100
4. John Feurt	Stout, OH	50
BARREL RACE		
1. Bob Hanna	Claymont, DE	200
2. Robert Tabor	Canton, OH	150
3. Gary Freel	Ames, IA	100
4. David Vancil	Ava, IL	50
BRAIN BUSTER		
1. Gary Freel/Nora Franco	Ames, IA	200
2. Robert Tabor/Robin Christensen	Canton, OH	150
3. Bob Hanna/Wendy Dupell	Claymont, DE	37.5
4. Don Seabolt/Unknown partner	Greenville, MI	37.5
1,000-lb. FUEL SLED		
1. Robert Tabor	Canton, OH	700
2. Bob Hanna	Claymont, DE	400
3. John Bauer	Ionia, MI	300
4. Mike Poisson	Flint, MI	150
TRIKE GAS CLASS		
1. Norm Greenleaf	Greenville, MI	700
2. Stan Leiter	Ionia, MI	400
3. Stephen Wheeler	Chelvisford, MA	300
4. Bernie Beattie	Old Saybrook, CT	150
TRIKE FUEL CLASS		
1. Kurt Maxwell	Roseville, OH	1000
2. Bob Hanna	Claymont, DE	600
3. Don Seabolt	Greenville, MI	400
4. Gary Freel	Ames, IA	200
TIRE RIDE		
1. Bob Hanna/Wendy Dupell	Claymont, DE	150
2. Gary Freel/Nora Franco	Ames, IA	100
3. Mike and Colleen O'Herron	Gowen, MI	50
TOP COWBOY: Bob Hanna	Claymont, DE	400
RIDE-IN BIKE SHOW WINNERS		
1. Norm Lewis	Hyden, KY	unknown bike
2. Ben Saylor	Kenton, OH	1990 FLTCU
3. Brian Cretzinger	Marion, IN	1990 FXSTC
TROPHY GIRL: Janice	South Carolina	
1997 EASYRIDERS RODEO TOP 10		
1. Robert Tabor	Canton, OH	12,600
2. Bob Hanna	Claymont, DE	11,700
3. Gary Freel	Ames, IA	7,475
4. Kurt Maxwell	Roseville, OH	5,000
5. Tom McNeilly	Cuymans, NY	2,800
6. Stan Leiter	Ionia, MI	2,600
7. Don Seabolt	Greenville, MI	2,525
8. Scott Stewart	Webster, MA	2,200
9. Nora Franco	Ames, IA	2,125
10. Vern Demorest	Greenville, MI	2,050
1997 EASYRIDERS RODEO TEAM POINTS WINNERS		
1. Nora Franco	Ames, IA	2,125
2. Wendy Dupell	Claymont, DE	1,900
3. Colleen O'Herron	Greenville, MI	825



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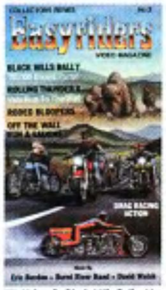
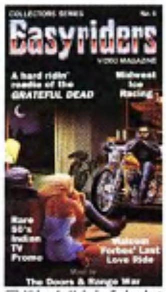
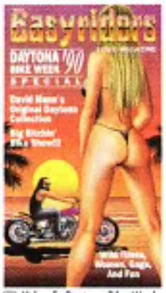
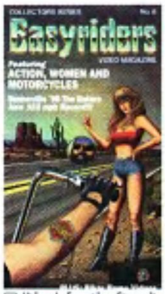

☐ Video 3: Black Hills Rally. Vets Run to the Wall.

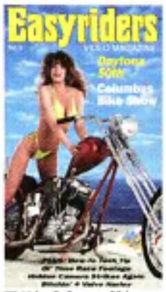

☐ Video 4: Malcolm Forbes last Love Ride. Vintage Indian film. Grateful Dead Roadie.

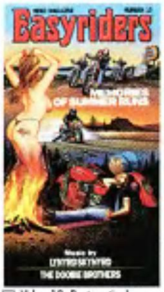

☐ Video 5: Daytona Bike Week 1990. Dave Mann's collection. Easyriders Bike Show in Malibu.


☐ Video 6: Easyriders Streamliner Land Speed Record. Vintage bike museum in Texas, biker home videos.

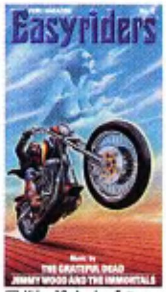
☐ Video 7: Sturgis 50th Anniversary.

☐ Video 8: Easyriders Grand National Rodeo. More Boozefight ers, party in Austria.


☐ Video 9: Daytona 50th Anniversary. 1931 Vintage race in New York. Easyriders 3rd Annual Bike Show.

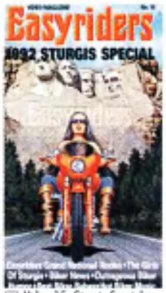

☐ Video 10: Best parties! Sturgis, Laconia and the Red River Run. Drag racing great.

☐ Video 11: NYC Run for our POW/MIA's. Ohio motorcycle rodeo. Maryland Toy Run.

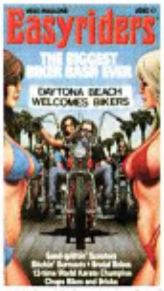

☐ Video 12: Am Jam Tattoo Expo. Iron Man Ed Kretz. Meet the Kentucky Headhunters.

☐ Video 13: Daytona Bike Week. Meet Bud Ekins, Hollywood Stunt man. 4th Annual Bike Show.

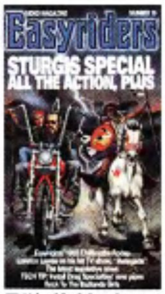
☐ Video 14: Iowa Freedom Rally. Redwood Run. Antique Bike Races. Easyriders Rodeo.

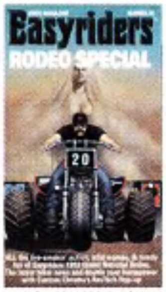

☐ Video 15: Sturgis Special. Monster Sled puller. Biker jokes and hot and heavy rock 'n' roll.

☐ Video 16: Dedicated to Tattoos. Zippers Cycle drag bike feature. Scenes at an Easyriders bike shoot.


☐ Video 17: Daytona Beach welcomes bikers. Drag racing action. Flame painting secrets.

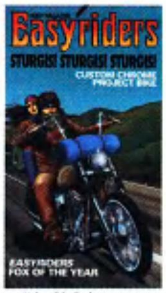
☐ Video 18: Winter Special. Harley's 90th Anniversary. Wild Willy returns. Biker fantasy, "Razor's Edge."

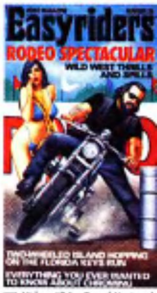

☐ Video 19: Ride to Sturgis. Fryed Brother's Band. Chillicothe rodeo, Lorenzo Lamas, "Renegade".

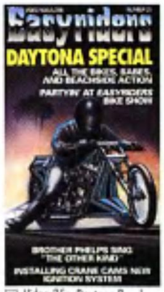

☐ Video 20: 1993 Grand National Rodeo. Custom Chrome's Pro-Street kit. And...a fantasy bike wash.

☐ Video 21: DAYTONA, hottest party! Plus the Run to the Wall, Easyriders Invitational Bike Show in Ohio.

☐ Video 22: Biggest Laughlin River Run ever. Dave Barr's round the world two wheeled tour.


☐ Video 23: Exclusive interview with Pearl Hoyle. Carl Morrow Warbird project.


☐ Video #24: Grand Nationals in Lancaster, California. Behind t scenes with the Easyriders Catal girls.


☐ Video 25: Daytona Beach 55th Bike Week, 7th Annual Easyriders Invitational Bike and Tattoo Show.

☐ Video 26: Best biker parties. Laconia, Tijuana Toy Run. Illusion Motorcycle. Simplify your brake bleeding.

☐ Video 27: Black Hills Motor Classic. Ben Nighthorse Campbell. Iron Horse Rally. Harley-Davidson's VR1000.

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HARLEY-DAVIDSON PIONEER

ALFRED RICHARD CHILD

A MAN OF "FIRSTS"

ハーレーダビッドソン
モーターサイクル販賣所

1906, Alfred R. Child, 15 years old, Greenwich Royal Naval School.

My Dad, Alfred R. Child, was born in Chichester Sussex, England on May 20, 1891. He graduated from Greenwich Naval School, but couldn't follow his father's footsteps in the Royal Navy due to defective vision. He was apprenticed to a corn broker, and the very thought of it made him take matters into his own hands. He "borrowed" a gold coin from his father, wrote a note of apology, attended the last public hanging in London, and ran away from home to America.

His trip over was spent as a steerage steward mopping up the malodorous vomit of seasick immigrants who were not allowed on deck for fresh air.

On September 7, 1907, he jumped ship in New York and by the end of the day had talked his way into a job as an elevator operator. The manager of the building took the newcomer home with him for dinner and so began a series of jobs culminating in his becoming a "collars and cuffs" man or haberdasher to the wealthy gentry living in the ornate mansions in New Jersey and Long Island.

Interestingly enough, September 22 of the same year, 1907, the Harley-Davidson Motor Company of Milwaukee was born. It was just a question of time before the two met.

In 1912, my mother, Elizabeth Fogden, ran away from the same town in England to come to New York to marry Dad. They were childhood friends, and she was a trained couturière to the wealthy in Chichester, thus adding to Dad's collars and cuffs business.

Naturally, Dad needed transportation, so he purchased a brand-new 1914 3-speed Sidecar Harley 3414 K from George Wood, the New York Harley-Davidson dealer. So began his love affair with motorcycles. The 3414 K was the 34th machine made at the start of 1914. Total price was $265. It was called "The Silent Grey Fellow" and was the first production model in America with a 3-speed transmission and adequate external expanding rear wheel brake. In December of this year, my brother, Richard Child, was born in Astoria, Long Island.

By this time the 1914 sidecar job was traded in for a 1916, and, finally, he owned the 1917 electrically equipped Harley. He also was the proud father of my sister, Eleanor, who was born in August of that year while her mother was on vacation in Newport, Rhode Island.

With more sales experience behind him and a growing family about him, Alfred Child applied for a job at Harley-Davidson. Arthur Davidson, super salesman of the firm, came down to look Dad over and hired him to be the area supervisor for the East Coast (north of New York) and Eastern Canada.

In the spring of 1922, Arthur Davidson promoted a rally at Rochester, New York. Dad drove Walter Davidson down to it in a new 1923 model sidecar outfit to let all the dealers, customers and mechanics see the latest and the best. Floyd Clymer, Dudley Perkins, and many others came for a week of hill climbing, track races, and other sports. The actual 1923 machine Dad drove that day, minus the sidecar, is on display in the Harley-Davidson Model Museum.

It was during this time that the "Founding Four," William A. Davidson, Walter C. Davidson, Arthur Davidson, and William S. Harley met with Dad at the Rochester Hotel and offered him the opportunity of becoming the Company's first overseas export representative. His first assignment—Africa!

Dad was a busy guy. He moved his family from Garden City, New York, to Milwaukee and began to prepare himself for his new adventure. He attended Joe Ryan's Service Manager's School for dealers, checked in on Harry Devine's extensive parts department, where, since 1908, Harley-Davidson parts had

been standardized and available for instant shipment to dealers..

He met Walter Kleinenhagen, advertising manager; George Appel, the electrical genius who worked out the bugs in the former Remy electrical system back in 1916; Ted Miller, domestic sales; and Erich Von Gumpert, export sales manager.

In the Engineering Department, Dad met the brilliant William S. Harley and his assistants Arthur Constantine, Bill Ottaway, and Arthur Herrington.

It was Arthur Davidson, with the approval of the other founders, who set the course for Dad's sales trip to Africa. He was to be equipped with the new 74 JD with the Royal Tourist, wide-bodied, large-capacity, H-D-made sidecar, and he was expected to use it.

Dad sailed to Southhampton, England, then on down to Capetown, reaching the southern tip of South Africa three weeks later. His assignment: demonstrate that H-D was a first-rate company and to offset the fact that Indian was the most popular Big Twin machine in South Africa at the time.

In Capetown, Dad met and helped Mr. A.R. Callow expand and improve his newly acquired Harley-Davidson franchise. After four months of touring South Africa and showing off his sidecar outfit, Dad began the rest of his journey. In Zululand, the chief nicknamed him Meshla Mami or "four eyes."

He traveled on through Rhodesia (Zimbabwe) and on up toward Uganda, through what is now Zambia, Tanzania, and into Uganda itself. He wrote that he traveled more than 1,500 miles in Uganda alone, over smooth-surfaced, narrow paths that had been laid out by the 7-foot ruler of the country, the "Kabaka" who had 33 wives and one Rolls Royce, but no motorcycles!

Harley-Davidson 74-inch Flathead, Japan; below, Fred Barr and wife.

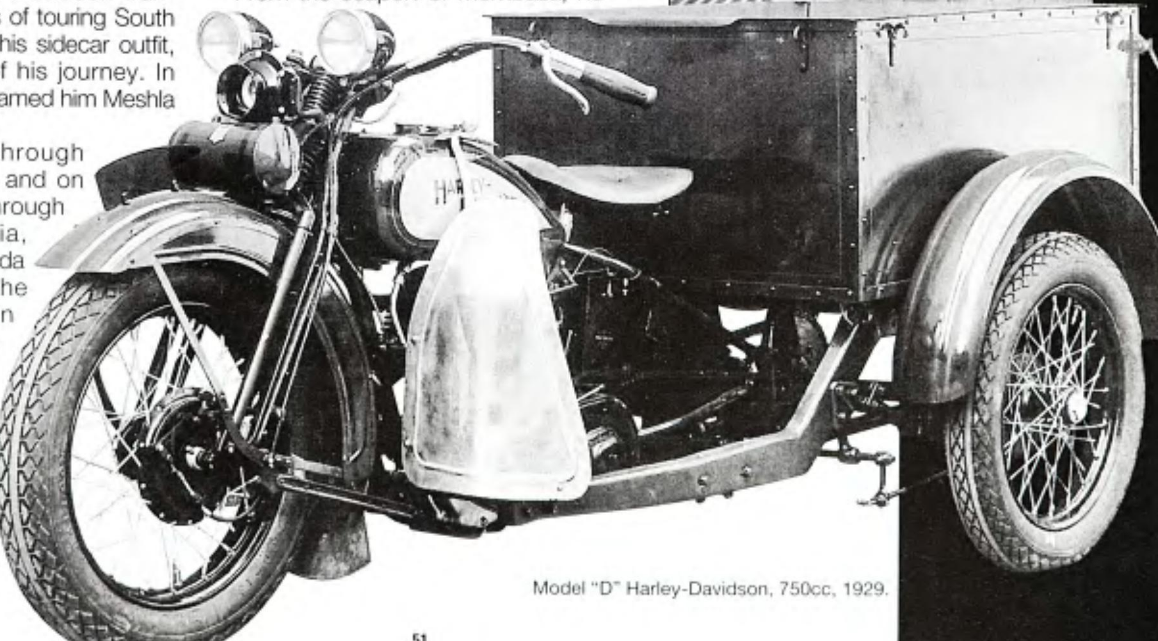
Harley-Davidson dealer, Washington, D.C., 1921.

At one point in his journey Dad was offered a bride for his motorcycle. I remember him giving me a "bridal box," which held the complete bridal attire: a beaded wooden ring and bracelet, a necklace, and a very small beaded g-string. I always wondered how he got them.

One day I asked him how he managed to travel through an area with no bridges and few roads. He casually assured me that he was followed everywhere and when he reached a river there were many warriors who carried his cycle, lifted on poles balanced under the sidecar chassis. As for the roads, there were always a few worn-down paths to follow.

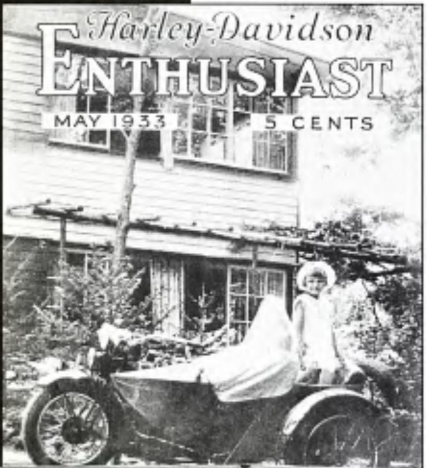
Dad headed through Kenya to Mombasa. His sidecar outfit had seen its day. He signed up a wealthy Indian bicycle dealer as a Harley-Davidson motorcycle dealer, sold the man his battered machine, and took an order for three sidecar-equipped bikes.

From the seaport of Mombasa, he →


Model "D" Harley-Davidson, 750cc, 1929.

Touring in Japan, 1925.

At the Kanaya Hotel, Nikku, 1930-31.



sailed up the coast of Africa to Aden in Southern Arabia and up to the Red Sea. He disembarked at Port Said, took a train to Cairo to see a dealer, rejoined the ship to Naples, Italy, and then sailed home to Milwaukee after eight months on the road.

Dad had orders for more than four hundred machines and had sold 50 of them to the native dictator of Mombasa. It was truly an incredible journey, by an incredible man.

After he returned, inquiries for possible dealerships were sent to Milwaukee from the Neppon Jidosha Car Company of Tokyo and the Charles Cable Company of San Francisco.

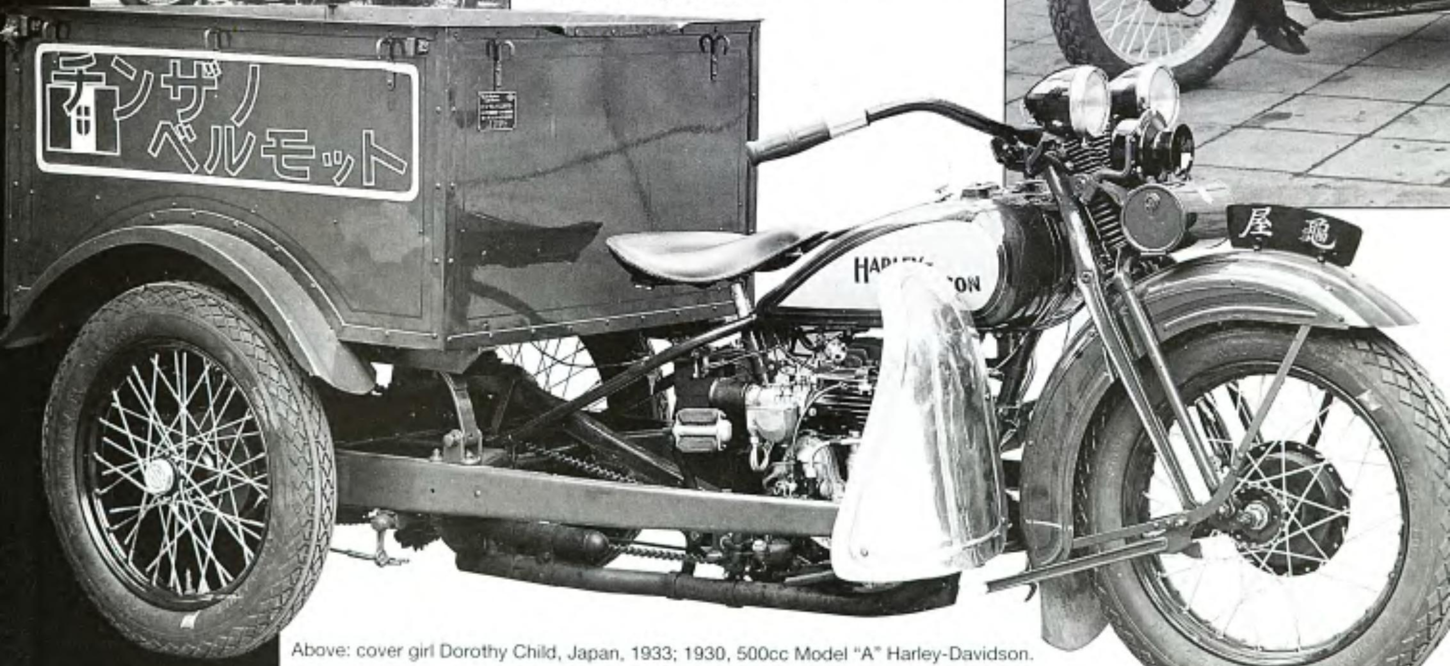
Early in 1922, Neppon Jidosha Car Company asked for a small trial order of some 1000cc Harley-Davidson twin cylinder machines. The company was headed by Baron Okura.

Charles Cable Co. of San Francisco requested machines for a merchant in Ulan Bator, capital of Inner Mongolia. Cable placed a substantial order for that year and the next.

There was one fly in the ointment—neither Neppon Jedosha nor Charles Cable ordered any spare parts! The Motor Company was adamant about backing up its machines with capable mechanics and factory parts. In Inner Mongolia it was camels and goats.

It was while Dad was finalizing his plans for his next trip that Charles Cable came to Milwaukee in person to request sole distribution rights for Japan, Korea, and Manchuria. The whole situation became, as the British say, "a sticky wicket."

In September of 1923 a disastrous earthquake occurred in eastern Japan. Hundreds of thousands of people were killed or maimed. Steel railway rails were twisted in figure 8s.



Above: cover girl Dorothy Child, Japan, 1933; 1930, 500cc Model "A" Harley-Davidson.

Examples of this destruction are still exhibited in the Yokohama Municipal Museum. The roads and streets of Japan became impassable.

On top of all this misery, Congress passed the Asiatic Exclusion Act of 1924. It was under this cloud that my father was sent to determine what to do about Japan and the Far East.

Dad arrived in Yokohama and was invited to a series of meetings with Baron Okura of the Nippon Jidosha. The Baron had been educated in both England and the United States, but while language was no problem, attitude was. He insisted that regardless of any complaints about his company's service and repair without spares, that Milwaukee should grant him the continuation of his yearly contract.

Dad's translator and later right-hand man introduced him to another very interested potential dealer, Mr. Fukui, who was an executive not only of Sankyo Co., a huge pharmaceutical manufacturing outfit, but he was also involved with a subsidiary export-import company, Koto Trading.

It seemed that some or all of the Harleys going to the Charles Cable Company were being diverted from Mongolia to Japan and being sold by the Koto Trading Company right under the nose of Baron Okura!

Under these somewhat slippery conditions, Dad negotiated a deal with Sankyo Pharmaceuticals to take over Harley-Davidson sales under the strict Milwaukee provisions, and more importantly to him, a stipulation that he, Alfred R. Child, would be the "keeper of the keys" as the managing director of sales of the newly constituted Harley-Davidson Sales Company of Japan. Sankyo Company had the money, and Dad had the savvy. It was an ideal situation for the Motor Company. After a serious depression in the United States, Japan offered a wide-open market for a commercial and transportation vehicle capable of traversing the devastated roads in Japan.

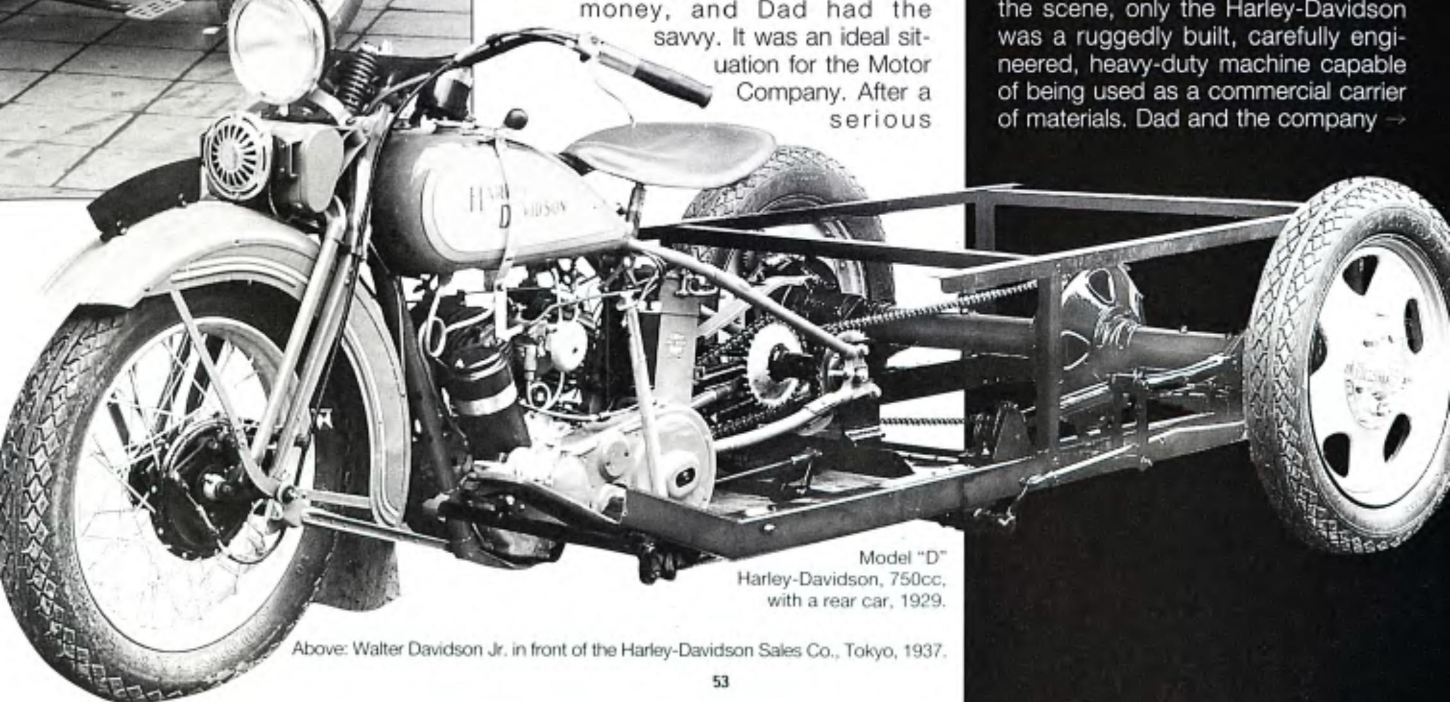
Forty days after arriving in Japan, Dad became "the keeper of the keys." He boarded the Empress of Scotland with a National City Bank of New York, irrevocable letter of credit in gold dollars covering the purchase of 350 Harley-Davidson motorcycles, each equipped with sidecar, $20,000 worth of factory genuine replacement parts and $3,000 of factory dealers repair tools. More important for Dad, it covered an agreement that Alfred R. Child would be Managing Director of Sales of the new Harley-Davidson Sales Company of Japan, his recompense to be 5 percent of the landed cost on all Harley-Davidson products.

Both Milwaukee and my father were extremely happy campers on December 25, 1924.

Dad returned with his family, the 350 sidecars outfits, spare parts, and design and construction of Philippine mahogany bins to fit the specific sizes of the parts to be delivered.

In 1925, no motorcycles were being manufactured in Japan. Indian Motocycle was for many years a competitor of Harley-Davidson in the United States, Australia, New Zealand, South Africa, and England. In Japan, Indian was strongly entrenched, but within three years Harley-Davidson became King of the Road and the principal importer of motorcycles, sidecars, and replacement parts.

While other motorcycles like Norton, AJS, Matchless, Moto-Guzzi from Italy, Husvarna from Sweden, and, in 1927, the shaft-drive BMW, were also on the scene, only the Harley-Davidson was a ruggedly built, carefully engineered, heavy-duty machine capable of being used as a commercial carrier of materials. Dad and the company →



Model "D"
Harley-Davidson, 750cc,
with a rear car, 1929.

Above: Walter Davidson Jr. in front of the Harley-Davidson Sales Co., Tokyo, 1937.

imported hundreds of 1000cc units along with the newer 350cc single-cylinder machines developed in 1925 and 1926, without rear wheels, to fit Japanese rear built cars.

Imitations of Harley-Davidson's rear cars, 1925-1927, plus the import of J.A. Prestwich proprietary engines from England, created the start of an enormous and remarkable Japanese motorcycle industry.

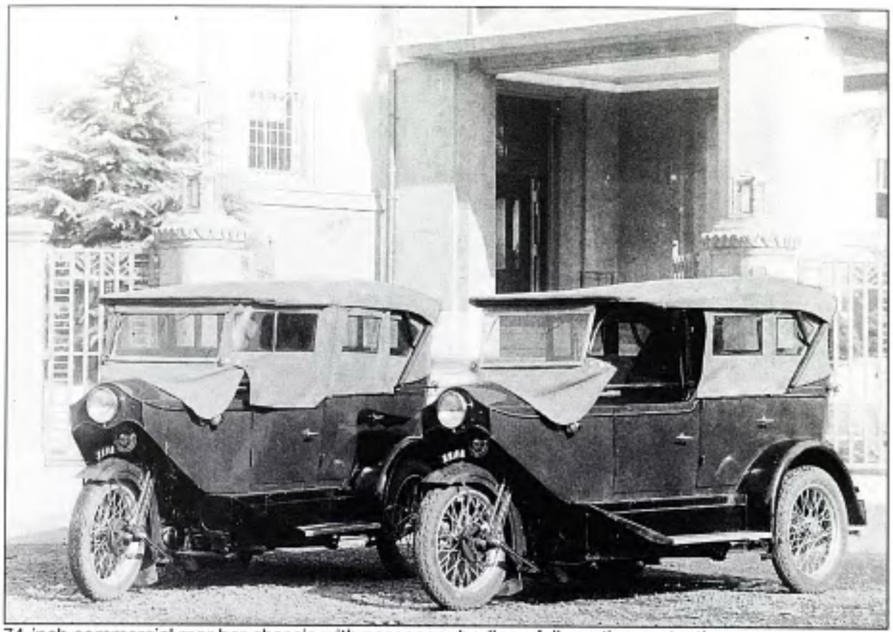
The Mazda rotary-engined mini car of 1977 had its origin back in 1927 in Kyushu as a three-wheeled rear car patterned exactly after the Harley-Davidson 350cc commercial rear car.

Sankyo Co. was also in the pharmaceutical business, supplying almost all medical products to the Imperial Japanese Army, so it was natural that the Harley-Davidson became the standard vehicle for the army.

The Imperial Navy, all prefectural and city offices, and the postal service purchased hundreds of Harleys. By 1929, Chinese and Manchurian war lords, Chang Tso Lin and his son, Chang Sulang, and later Chang Kai Sheck, bought as many as 200 sidecar units in a single shipment.

In the years 1927-28 my sister Barbara and I were born, and business was booming for Alfred R. Child. Dad had built two homes, one on the bluff overlooking Yokohama, and one on the beach at Kamakura. At our mountain home he enlarged a smaller cabin in Karuizawa called High Nuf. Only High Nuf remains in the family. Life was very good and then tragedy struck. My little sister, Bobbie, passed away in her sleep and was placed in a block of ice for the five days it took my Dad to return from Manchuria. He was devastated, and for the rest of his life felt guilty about his last angry words to her for spilling ink on the carpet.

The Imperial Japanese Navy used hundreds of this type of machine gun-equipped Harleys on its ship and shore installations; 1925-1935.



74-inch commercial rear bar chassis with passenger bodies—full weather protection.

1928 proved to be both a professional and personal turning point for Dad and import business in Japan.

Personally, it started with a bruise on the palm of his left hand with radiating red streaks up his arm. His first operation cost him his left arm below the elbow. Ultimately, he had to have his whole arm amputated at St. Luke's Hospital in Tokyo. I never even thought about his missing arm, and it certainly didn't slow him down. In later years he created a story for his great grandchildren about rats eating his arm off that insured nightmares and wide-eyed respect.

Professionally, the yen-dollar cross rate became impossible for importers. The stranglehold meant that Harley-Davidson had to quit business in Japan or give manufacturing rights to a company within that country.

Dad and a gentleman representing the Sankyo Co. sailed to the United States, and arriving unannounced, talked the Motor Company into negotiating a contract to grant them exclusive rights to manufacture all Harley-Davidson products in Japan.

The founders were, in Dad's words, "astounded at our temerity in suggesting it." But the severe depression in the United States, plus a very substantial cash payment, turned the tide. Sankyo promised never to sell Japan-made Harleys anywhere outside the country and would make every effort to sell Milwaukee cycles also.

Dad hired Fred Barr, a 24-year veteran of the motorcycle industry, whose boss was "Big Bill" Davidson. Fred and his family moved to Japan for three years, setting up the Harley-Davidson Factory in Shenogawa, Tokyo from 1929-32. My Dad gave him credit for being the father of the present Japanese motorcycle industry.

The policies that built Harley-Davidson in Japan are common today, but in those days automotive and motorcycle repairs were done on dirty floors. Harley-Davidson in Japan developed the concept of work benches, paraffin cleaning cans for spares, and many other innovations.

Under Fred Barr's direction, the Shinagawa factory was turning out Japanese-made replicas of the standard JD 74 Milwaukee-made Flatheads, the model in greatest demand.

Surprisingly, the Milwaukee-made models were selling well at the higher (almost double) prices.

Mr. Morikichi Sakurai, who designed and developed the "rear car" for commercial use, became Barr's assistant. Subcontractors produced various components from blueprints supplied by Mr. Harley in Milwaukee. No Japanese personnel were ever sent to Milwaukee

and no other Americans were employed.

By 1935 Fred Barr and his family returned to America, after being presented, by the Tameiki Company, with gifts and a world tour in appreciation of his efforts.

Trouble was brewing both in the political and manufacturing area. Milwaukee developed a cradle-framed, overhead-valve-motored machine which was shipped to the Tameiki plant to test for the Japan market. My brother, Richard, tried it out for a distance of over 15,000 miles—he reported that it was a disaster! Milwaukee wanted Tameiki Co. to acquire the manufacturing rights at a much higher licensing fee. The Japanese plant would have to retool for a machine that did not seem suitable for its market.

A Mr. Kusanobu, director of Sankyo's pharmaceutical operations in New York, dropped in on the four founders in Milwaukee and proceeded to put his foot in his mouth.

Kusanobu expressed resentment at the increased licensing fee and the 5-percent commission paid to Alfred R. Child since 1924 by the Tamecho Co. He felt this commission cost should have been shared. He said Tameiko would continue to manufacture the Harley-Davidson flathead-type machine, changing its name to the Rikuo or King of the Road. And, finally, he insisted that Child be withdrawn from any association with Tameiko Sales Outlet or Sankyo would cease to finance the exports of Harley-Davidson into Japan. The discussion became so heated that Mr. Kusanobu was almost tossed out of the meeting by Walter Davidson Jr.

Dad came out of this smelling like a rose. Alfred R. Child became the exclusive distributor of Harley-Davidson motorcycles for the whole of Japan, Korea, North China, and Manchuria.

The honeymoon did not last. In 1937 the Japanese military was engaged in hostilities in North China and Manchuria. A Colonel Fuji, liaison to import and domestic purveyors to the military, came and advised Dad to leave the country immediately with his family. Colonel Fuji also knew of my father's friendship with Mr. Fukui of the Sankyo Co. Mr. Fukui offered to buy all of Dad's H-D products, and Dad, with the approval of the four founders, sold his homes and his business and came home to the USA.

What happened after Pearl Harbor—his Lockhead experiences and later as Mr. BSA in the USA? That's another chapter in the book of a man of "firsts."

This article was written by Dorothy Child Jones, daughter of Alfred R. Child. She resides in Van Nuys, California.

On a blustery November night, a handful of riders blasted down Washington Boulevard in stylish Marina Del Rey on their way to the Baja Cantina. Sure, the Marina was supposedly built for the affluent L.A. dwellers who wanted a beachy community next to the high-rises of Century City. But when did bikers give a fuck about the rules, development marketing, or the fact that the parking lots were packed with Jags and Cadillacs with gold trim?

We rode from bar to bar until the salt air called us to the Marina where the healthy blondes had permanent tans, shorter skirts and lived close by in high-dollar apartments. Bikers from the valley, the inner city, and the docks in San Pedro rode to the Marina and saddled up to the polished bar tops next to millionaire yacht owners, gold chain →

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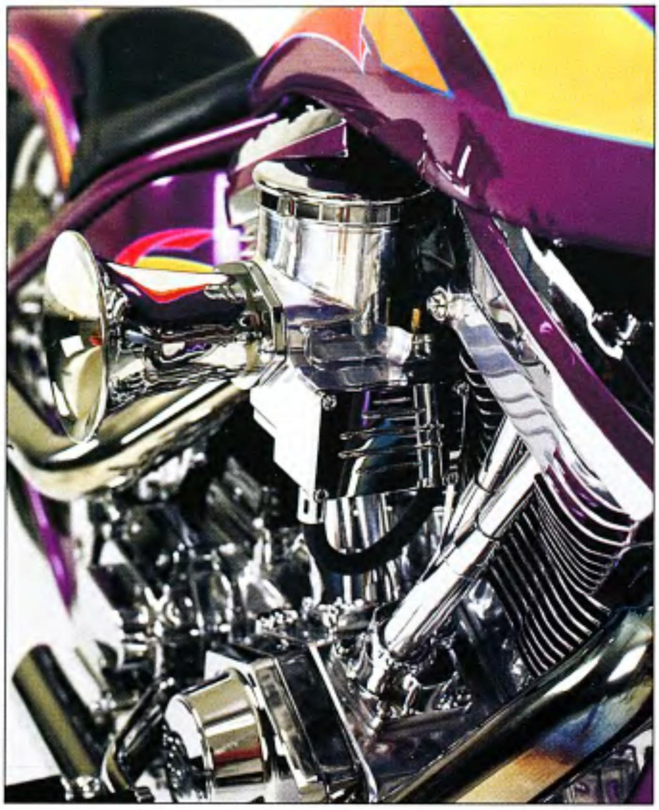

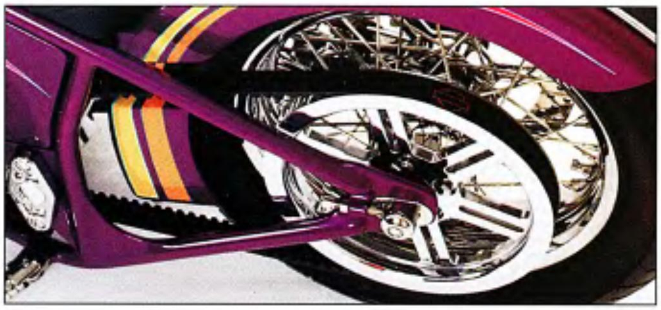

dealers, and slinky broads and ordered Cadillac margaritas. Bikers ruled the Marina on those nights. We parked up front and no one fucked with us. Some of us stunk, others just looked bad, but one guy stuck out.

It was Grady, with his clean-cut features, his pressed Levi's and white T-shirts. No matter how cold it got, all he ever wore was a white T-shirt, with nothing on it, and a baseball jacket. But he rode fast, his bikes were immaculate, and although his computer sales efforts took him from one end of the country to the other, he attended all the major events and was always buried in building a new bike. Yes, you could call him a RUB. Then again, if you were up against the bar with him and white bucks and navy blazer decided that bikers belonged somewhere else in the city, smokin' dope behind a sleazy titty bar, Grady would be the first one in the slick fucker's face. And pulling him off was no walk on the boardwalk. In fact, his partner and riding buddy, Howard Stubbins, was usually the only cat in the bar who could calm his belligerent spirit or muscle him off the victim.

After stepping off a long and fruitful career in the high-tech world of computers, at almost 50, he didn't fall into a bottle, let the paint fade on his bikes, or go to shit in any number of ways half the homeless in L.A. have gone 'cause they couldn't handle change. He went where he knew he had friends, a place he loved more than anything in the world: his fuckin' garage. It was a chromed haven where he belonged in the first place—in the motorcycling world.

He knew business and bikes, and put the two together. Now Grady and Howard (G&H Marketing) are helping manufacturers in the business build their enterprises by representing them to all the major distributors and assisting them in exploring outlets they'd never dreamed of, or didn't have the time or resources to pursue. They represent Rivera/ Primo, Fisher, Daytec, Clearkote, and Braking Brake Systems. And although his wife, Karen, a woman addicted to working out, scowls at us loud and rowdy ones, she knows he's found peace in the place he belonged all along.

—Bandit

Owners: Grady Pfeiffer/ Howard Stubbins
City: South Bay, California

General
Fabrication: Don Hotop
Year/make: 1997 H-D
Model: rigid rubbermount
Assembly: Don Hotop
Chroming: Precision Plating

Engine
Year/model: 1997 Evo
Rebuilder: Stubbins/Hotop
Ignition: Head Quarters
Displacement: 103 inches
Lower end: S&S
Pistons: S&S
Cases: House of Horse Power
Heads: Dave Mack
Cam: Head Quarters
Carb(s): Typhoon
Pipes: Don Hotop
Modifications: S&S balancing, V-Thunder lifters

Transmission
Year: 1997
Modifications: Andrews Gears

Paint
Painter: Mike Robbins
Color/type: pearl purple/ House of Kolor
Special paint: Mike Robbins

Frame
Year: 1997
Builder: Tripoli modified
Type: rubbermounted rigid
Shocks: none
Modifications: 34-degree rake, rubbermounted by Don Hotop

Accessories
Bars: Don Hotop
Handlebar controls: Ness
Fender(s): Don Hotop
Headlight: Head Winds
Taillight: Don Hotop
Speedo: none
Dash: none
Pegs: CCI front
Foot controls: none
Electrics: 12-volt
Gas tank: Don Hotop
Oil tank: Don Hotop
Oil system: S&S
Seat: Danny Gray
Mirrors: Don Hotop
Grips: Drag Specialties

Forks
Type: springer
Builder: Paughco
Modifications: chopped

Wheels

Front
Type: Performance Machine
Size: 19-inch
Tire: Metzeler
Brake: GMA

Rear
Type: Performance Machine
Size: 16-inch
Tire: Metzeler
Brake: GMA

Photos: Jim Gianatsis

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Part # ESP-36 $109.95 EACH
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part # EG-3B 6 GAL. $169.95
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L-34 sizes 40, 42
$139.95
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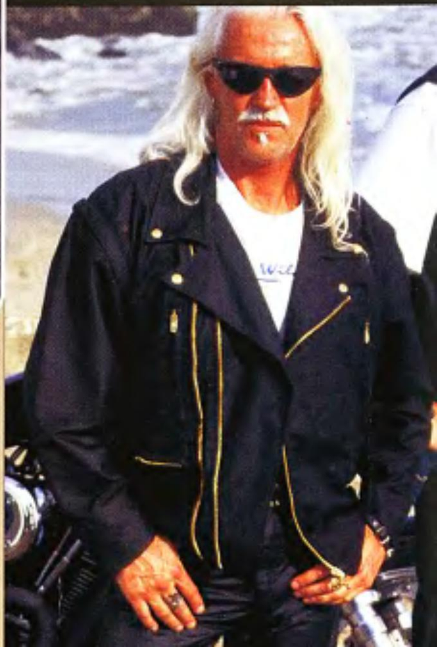

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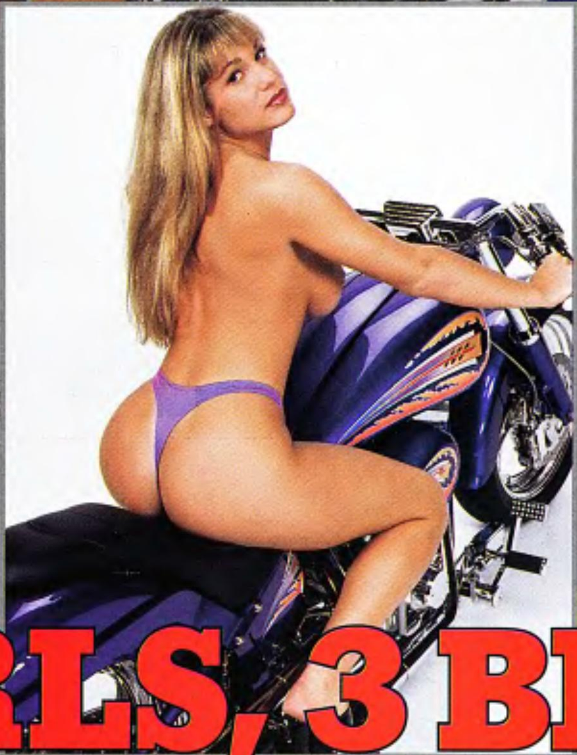

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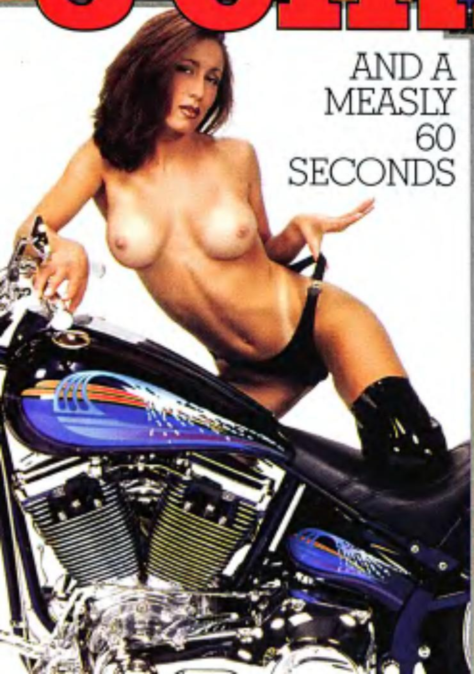
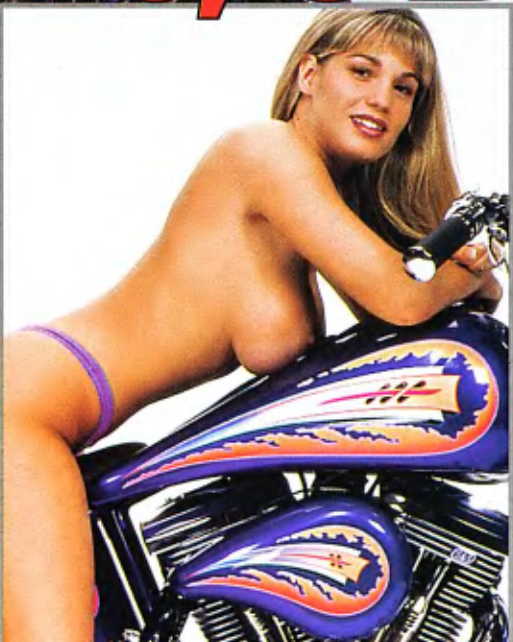

"Nasty-gram for Captain Trash!"

Those words filtered through my tequila-hungover head as I crawled to the window of the Outhouse Deluxe, my haggard-looking 1950s Airstream trailer. I spied a blonde and twin brunettes, all of 'em visions of lap-stiffing lust, →

standing nearly buck naked in my front yard, so I knew right away that they must live by the motto, "There's no accounting for taste ..."

I staggered through the door wearing only a pair of crusty CalTrans orange Weasel shorts, staring directly into the baby-blue eyes of the blonde delivering the verbal invitation. All three pants-bustin' poster gals were holding up bike tech sheets with photos attached. They smiled wickedly as the blonde reached into her panties and pulled out a harmonica. She blew a note, and they started to sing, bump, and grind their nasty-gram.

"One of these bikes is up for grabs, just for Trash-a-roo; all he has to do is figure which one beats the other two. If he's right, he'll take first prize, and that includes a pair of our thighs. He'll get to keep a first-class ride, and get a piece of firm backside."

The blonde winked at me and added, "By the way, you only have 60 seconds to figure it out ... 60 ... 59 ... 58 ... "

"Holy shit! Gimme them tech sheets!" D.C. Customs? Never heard of 'em. Must be new in town, but damn if I wasn't mighty curious now! The blonde's scooter caught my eye first. It was a '96 Fat Boy Custom, a beefy 96-incher with 10:1 compression, an S&S 561 lift cam, runnin' a 180 rear tire in a Daytec frame, rated at 103 horsepower. Fuck, this was too easy.

But wait a minute. Brunette twin #1 on the ocean-wave paint job scooter (who looked like a meal on wheels) had a '96 Softail Custom, and it was also a 96-incher with 10:1, an S&S 561 lift cam, also runnin' a 180 rear tire in a Daytec frame, and damn near all the

Photos: D.C. Customs

same engine specs. But it only made 100 horsepower ... I didn't get it.

Brunette twin #2 was straddlin' an 80-inch Fat Boy Special in a Paughco frame. It was a black-powdercoated, 85-horse scoot that had fiberglass fenders, which would lighten it. Plus, it belonged to D.C. Customs' owner Dan DeSantis, so you'd think for sure it would be the scorcher.

"36 ... 35 ... 34 ... "

F-u-u-u-uck!! This was too weird, and I knew it had to be some sorta trick. But, then, maybe it wasn't. According to the cover letter on the tech sheets, D.C. Customs came recommended by none other than Dave Perewitz, the balding, bike-building bastard of Brockton, Massachusetts. Hey, maybe he would know which bike was the hottest! Aw, Christ, but there was no way I could find his number in my scrap paper pile heap/organizational filing system in 30 seconds, much less 30 days ...

"25 ... 24 ... 23 ... "

Whoa, daddy! Wait a minute! Why the hell not just call these guys and ask 'em? Nothin' in the nasty-gram said I couldn't do that!

"15 ... 14 ... 13 ... "

My fingers flew over the cell phone pad: (510) 583-5152.

"D.C. Customs, Mark Hilsinger, shop manager."

"Yeah. My name is—uh, not important, but I'm calling to find out which of your three custom bikes is the haul-ass hottest: the Daytec 96-inch Softail Custom, the Daytec 96-inch Fat Boy Custom, or the Paughco 80-inch Fat Boy Special?"

"8 ... 7 ... 6 ... "

"Oh, that's easy. It's the—"

Sssssccrrrreeeeccccccch!!!

Sonuva*bitch*! Damn cheapo dyin' Tai-fuckin'-wanese cell phone battery!!

"3 ... 2 ... 1 ... Oh, we're sorry, Trashman. Your time has run out. But have a nice day."

The blonde blew me a kiss as she and her fellow topless tasty treats climbed onto their blast-ass scooters, blistering out of my sight and grasp. But the whole day wasn't lost. I still had the pics of the bikes and the girls to drool over. And with any luck, Oil Can Scott might talk D.C. Customs into shipping a scooter or three out for a test ride.

Hell, if Oil Can, Strip Bar Stan, and I could hit all the local titty bars on these D.C. Custom hot rods, we'd all have us a nasty-gram to chomp on!

Now where in the hell did I put Oil Can's number? And where's a *&%@%^$#!&*!!& *charged* cell phone battery?

—*Captain Trash*

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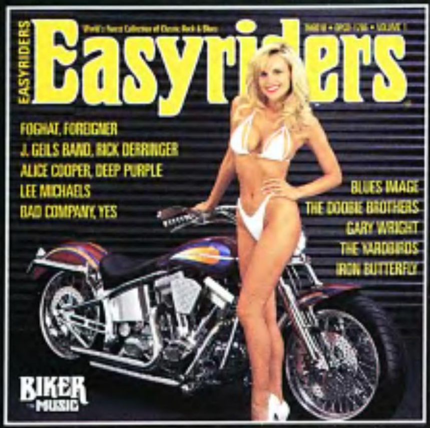

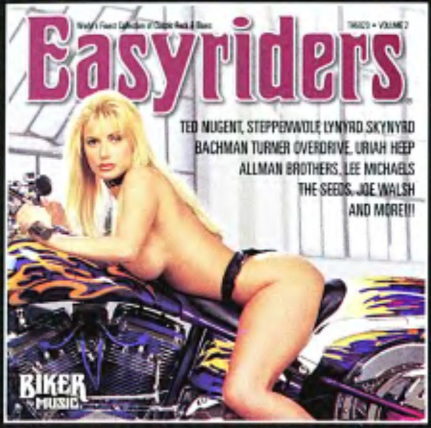

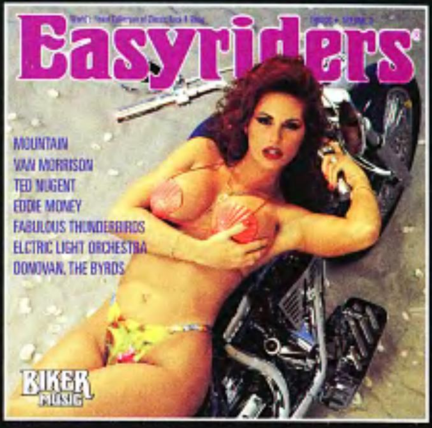

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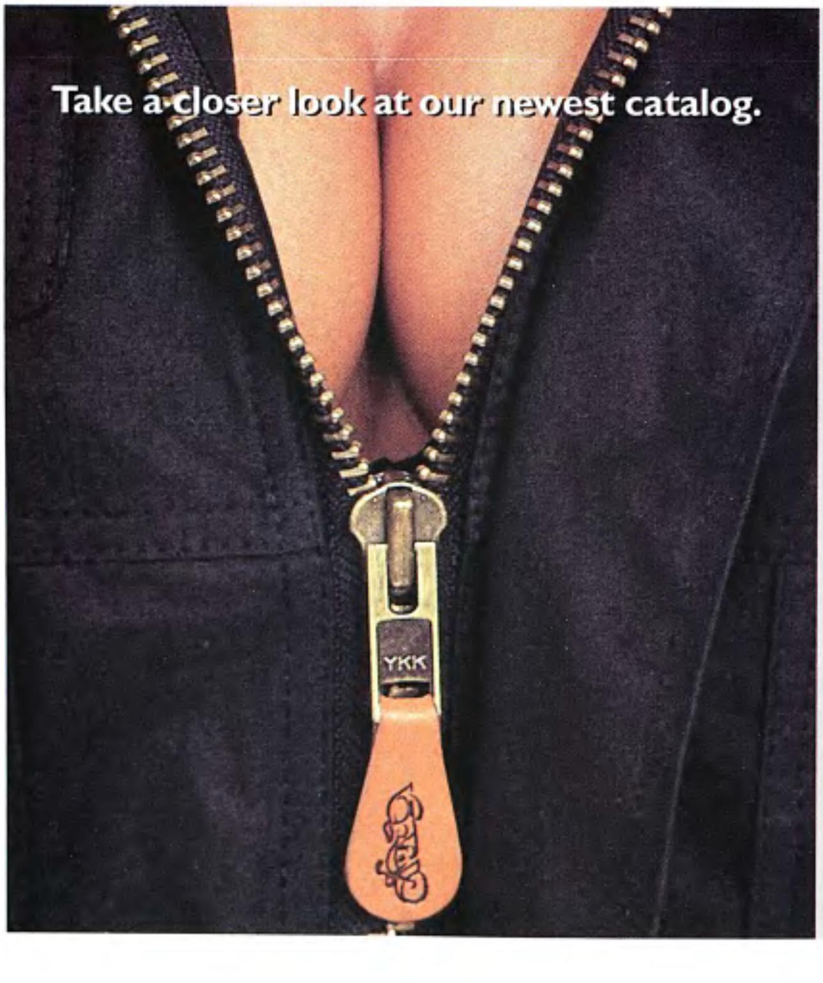

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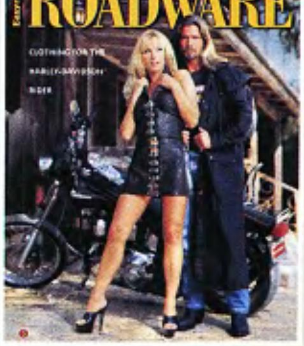

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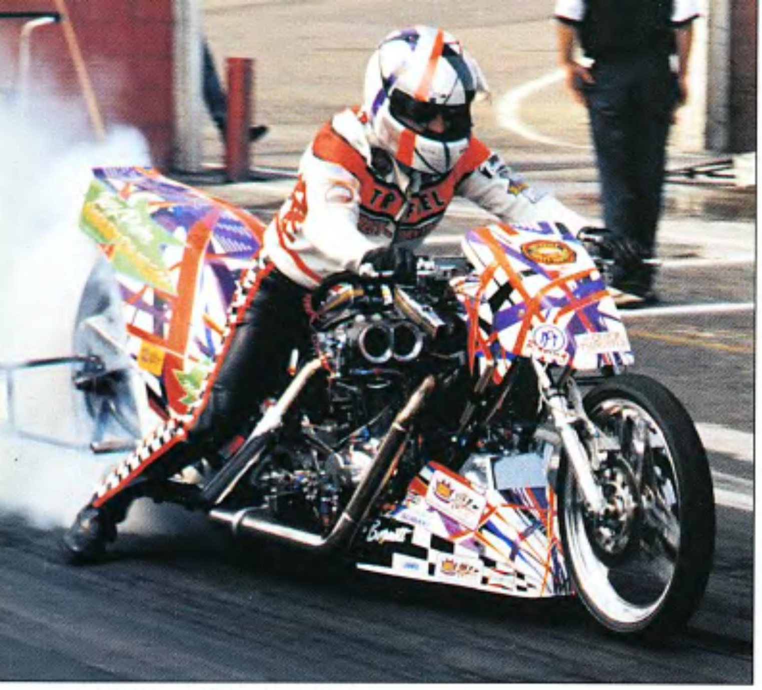
—Mike Lichter, Sturgis Rally '97

—Chris Gabrielli, Iron Horse Saloon, Daytona Bike Week '97

—DTS, E.H.T., N.J., at Bike Week '97



—Panhead Ray, Harley Drags, Atco, N.J.

—Tony Whitaker, Wilson, N.C.

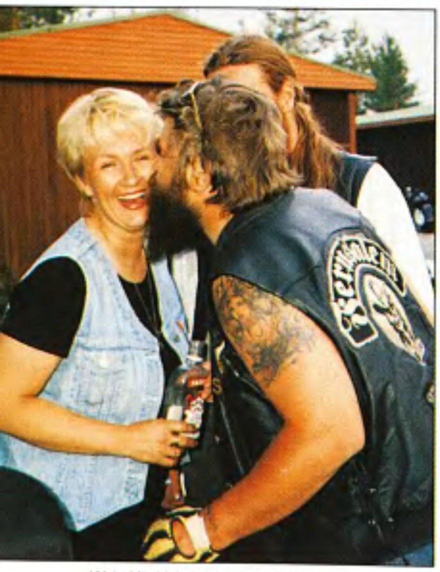
—David Hackett, Prophetstown, Ill.

—Blaster, Darien, Conn.

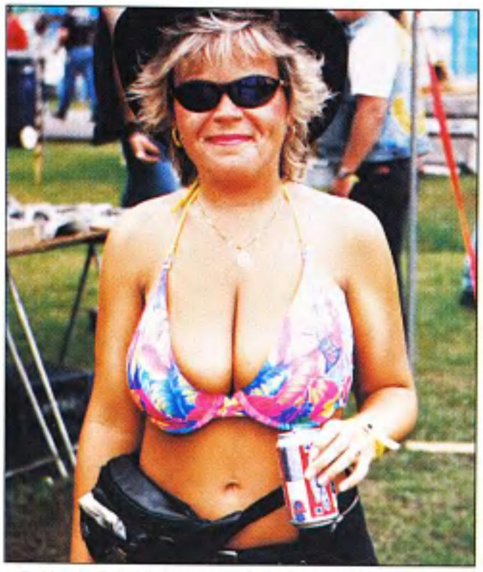
—Paul Shermer, Wilson, N.C.

—Anna Marie Nagle of Herb and Kathleen, Morrisville, Pa.

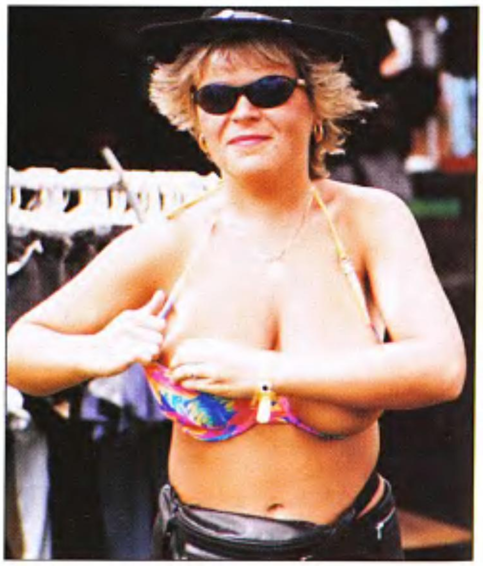
—Shelia Brannon, '97dirt drags, Hurricane Mills, Tenn.



—Welo Koskivirta, Helsinki, Finland



—Cy Kotick, Gulfport, Miss. Hey, show us your tits!



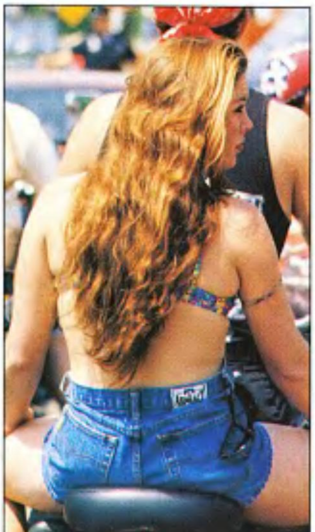
—Here comes one!

—N.Y. Gypsy, Middletown, N.Y.

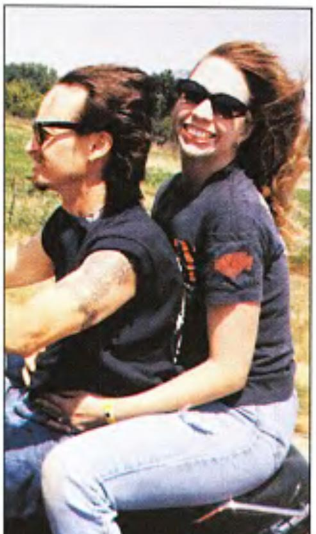
—There they are now!

—Meaty jugs up close and personal. Photos by Cy Kotick, Gulfport Blowout '97

—2 Fat, Middletown, N.Y.



—Paul Babcock, West Lebanon, N.H.



—Kris Becker, Snohomish, Wash.

—Abe Travira, Redondo Beach, Calif. 1954

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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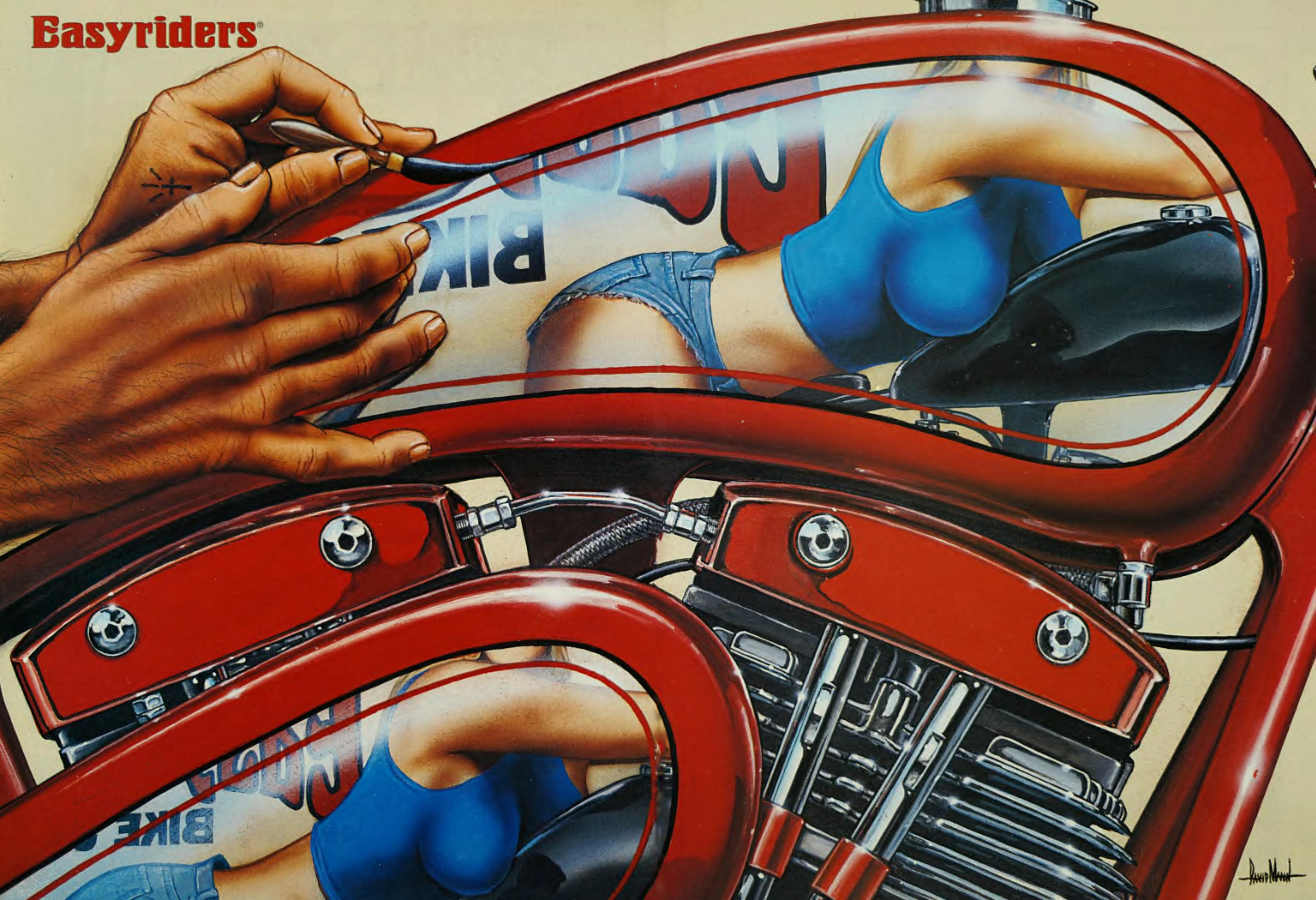
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CHIEF CHALLENGE

BUDDY'S RESTORATION TAKES FLIGHT

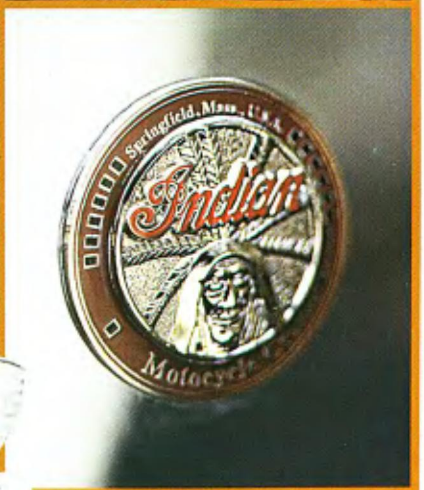
Buddy Silverman grew up working on every variety of vintage car and classic motorcycle. He began collecting Indians about 10 years ago. He's come away with an unusual perspective on original iron. Buddy maintains, after three decades of building customs and performing restoration work, that there is no such thing as a stock original automobile or motorcycle once the driver takes possession of it. Owners tend to want to make a statement, however great or small, by personalizing and individualizing their car or motorcycle. "Everyone wants to put their signature on their ride," Buddy says.

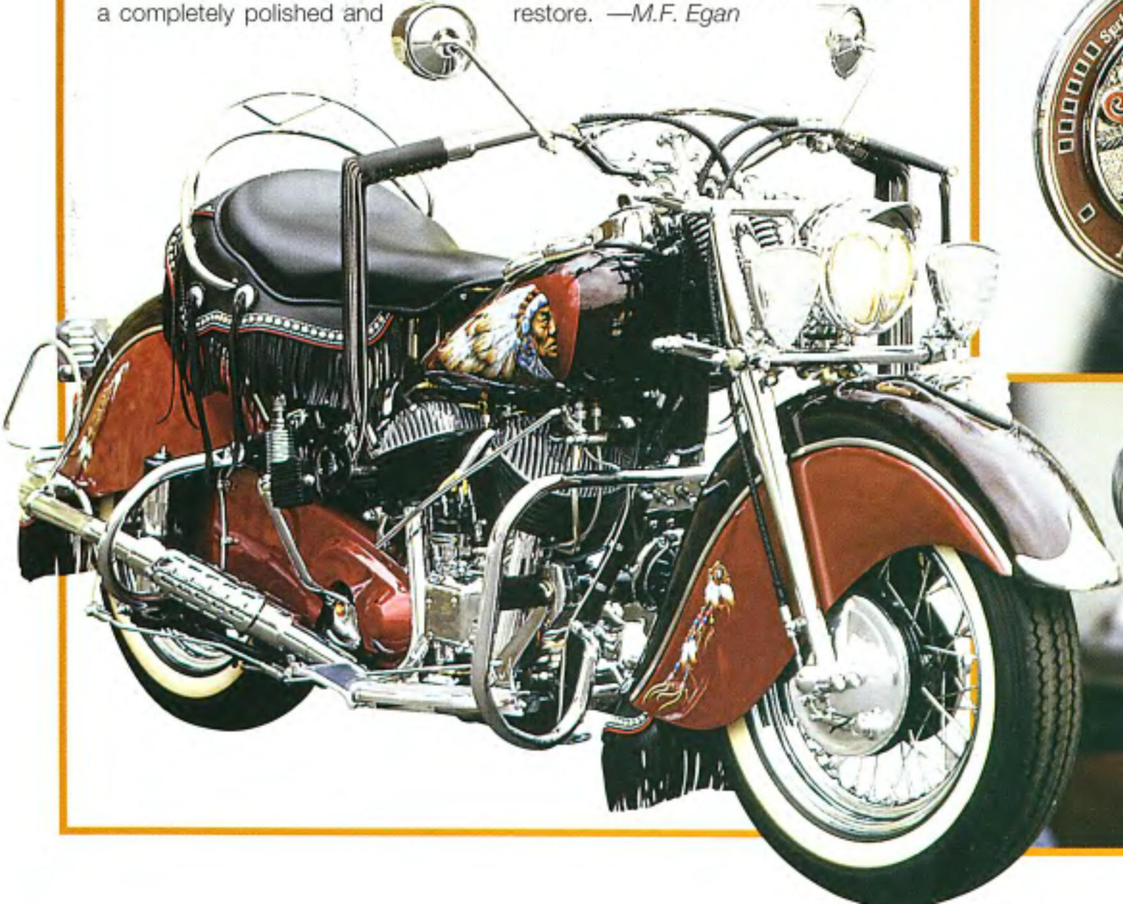
With this in mind, Buddy began work on his eighth Indian Chief custom restoration and what you see here is the culmination of a little less than a year's work. A warning from Buddy to the uninitiated: It takes a lot of time to establish contacts, find reliable sources, and get reassembly down pat, so don't get discouraged.

The first thing that leaps at the viewer is the wild translucent back cherry and maroon two-tone paint scheme. A closer look reveals a beautifully painted Indian head on the sides of the tanks. Buddy's attention to detail sets the stage for a completely polished and plated power plant. No easy chore in and of itself, every piece has to be refit after plating and surfaces matched for final assembly. Prepping parts after plating is a time consuming and tedious process. Unlike a car, where details sometimes get overlooked because fenders, body panels, and deck lids hide them, every part shows on a motorcycle.

Keeping the Indian Chief head continuity throughout the machine prompted Buddy to look for matching accouterments. The gas and oil caps got the treatment by accident. While browsing in a Western wear shop, he spotted an Indian head belt buckle that looked just like the original Indian Motocycle decal. After purchasing three, he got to work cutting off the excess material to make them round, domed them slightly, and , after plating, attached them to the caps. The ignition key Indian head was reproduced using a lapel pin for a model. A jeweler cast up a positive and attached it to the key.

Barn fresh is how Buddy describes the "before" condition of the Chief. To document the machine for future owners, photos are taken prior to, during, and after the rejuvenation. Together with original literature, parts and service manuals, magazine articles and receipts, an album is made with the machine's complete history. No grass grows under Buddy's feet. He's already on the lookout for another Indian to restore. —*M.F. Egan*





Owner: ....Buddy Silverman
City: ....Scarsdale, New York

General

Fabrication:...Dragin' Coaster Motorcycles
Year/make: ....1947 Indian
Model: ....Chief
Assembly: ....owner
Chroming: ....Paul's Chrome

Engine

Year/model: ....1947 Indian
Rebuilder: ....Dragin' Coaster
Ignition: ....6-volt battery
Displacement: ....80 cubic inches
Lower end: ....original
Pistons: ....020 O.S.
Cases: ....polished
Heads: ....polished
Cam: ....original
Carb(s): ....Linkert M34
Pipes: ....chromed 2-into-1
Modifications: ....modified air cleaner

Transmission

Year: 1947
Shifting: ....tank shift

Paint

Molding: ....Visual Impact
Painter: ....Mike Terwiliger
Color/type: ....black cherry, maroon/urethane
Special paint: ....Indian heads on tanks

Frame

Year: 1947
Builder: ....Indian
Type: ....sprung rear hub

Accessories

Bars: ....touring
Risers: 3.5-inch
Handlebar controls: ....leather fringe
Fenders: ....skirted Indian
Headlight: ....optional sealed beam
Taillight: ....chromed original
Speedo: ....stock
Pegs: ....rubber-covered footboards
Electrics: ....6-volt distributor ignition
Foot controls: ....chrome
Gas tank: 3-gallon
Oil tank: 3-quart
Seat: ....Marietta Vintage buddy seat
Mirrors: ....custom
Grips: ....black rubber

Forks

Type: ....chromed girder
Builder: ....Indian

Wheels

Front

Type: ....Drop Center
Size: 16-inch
Tire: ....white wall
Brake: ....shoe type

Rear

Type: ....Drop Center
Size: 16-inch
Tire: ....white wall
Brake: ....shoe type

Photos: ....Jim Bush

FOX HUNT

SEPTEMBER WINNER

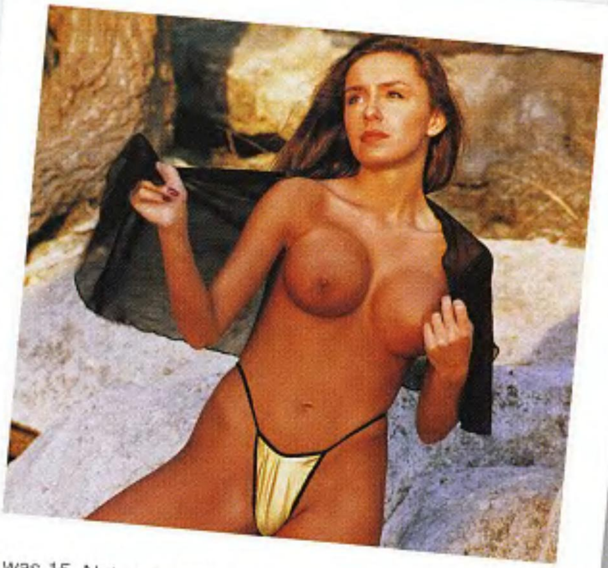
Whoo-hoo! Here she is folks, the September winner, Kelli from Sin City—Las Vegas, Nevada. If you're ever in those parts and you get tired of losing your hard-earned duckets to the one-arm bandits and table dealers, try hittin' Cheetas and look for this gorgeous lass! I'm sure she wouldn't mind the extra attention a few of you overly attentive brothers will give her. Be careful, though, her favorite hobby is ridin' on the back of her ol' man's scooter! He's a nice guy. In fact, when Oil Can finds the rest of his face, you can ask him. When she's not workin' or ridin', she's playin' with her dogs or takin' dance classes to help improve her already outrageous dance moves. Kelli's tattoo work was done by the extremely talented and beautiful Lisa Ruckh-Dodd. Lisa took one look at the tribal drawings on the bike and drew them on Kelli in no time flat! Get a much better look at Kelli, and all her tattoo work, as she slithers all over Harold Pontarelli's '97 Special Construction Softail on page 92. Anyone seen the crowbar? I gotta pry Oil's head outta his ass!

—Hollywood Mic

My first ride was with my daddy when I was 6. Ever since then, I've loved the experience and the freedom it brings.
Kelli, Pennsylvania—#201

My first ride on a Harley was in Tacoma, Washington. It was so cold I had to wear two jackets!
Stephanie, California—#202

My first ride has inspired me to leave the icky French and devote my life to Howard Stern.
Stephanie, France—#203



I was 15. Not really romantic, but a whole lot of fun! It was on a Heritage Softail with my dad.
Sanieh, Texas—#204

It was big and hard and spread my legs far apart. It reminds me of something else I like!
Christine, Florida—#205

Exhilarating, stimulating, powerful, in charge of the road ... need I go on?
Karen, Indiana—#206

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #296 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the October 1997 winner in our monthly Fox Hunt, Jodi, #1001, from Howard, Colorado. See more of her next issue.

For this issue, you can begin sending in your votes beginning January 1, 1998.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on January 31, 1998.

We will print the winner in the June 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

296

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ______________________
I will pose Full Nude ______________________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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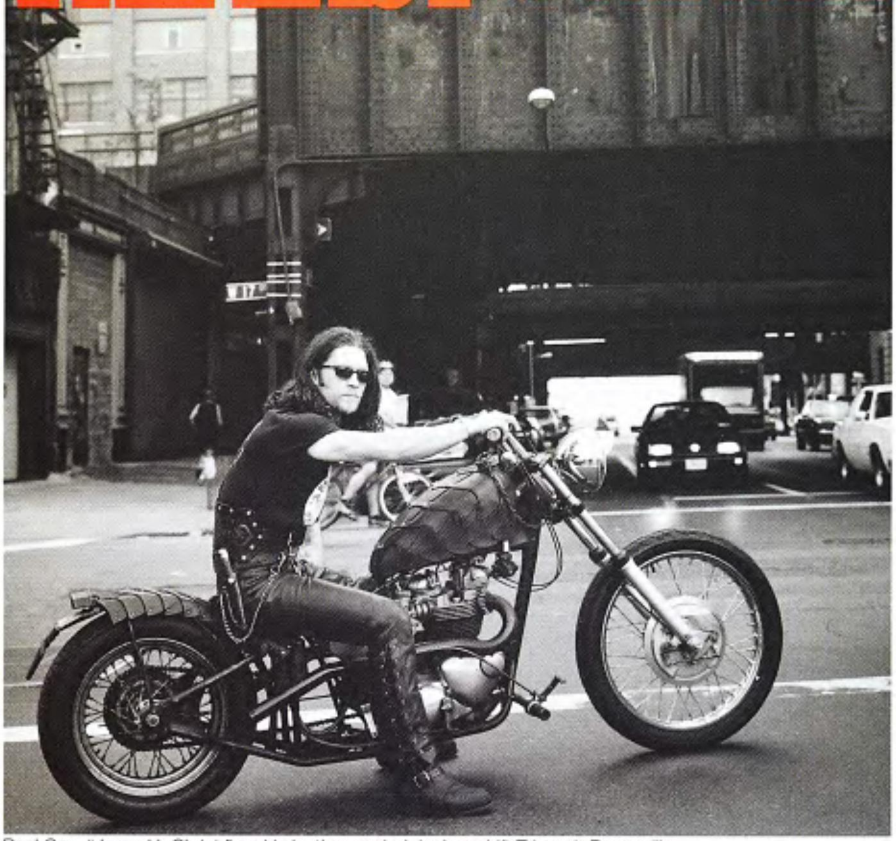
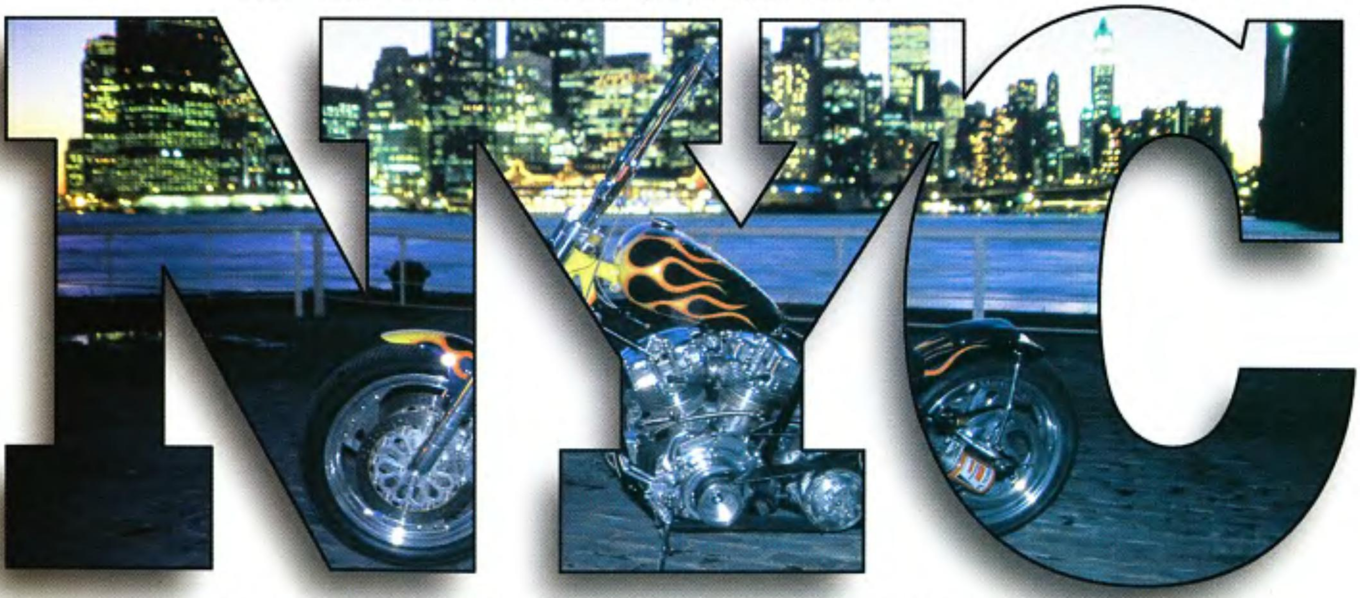
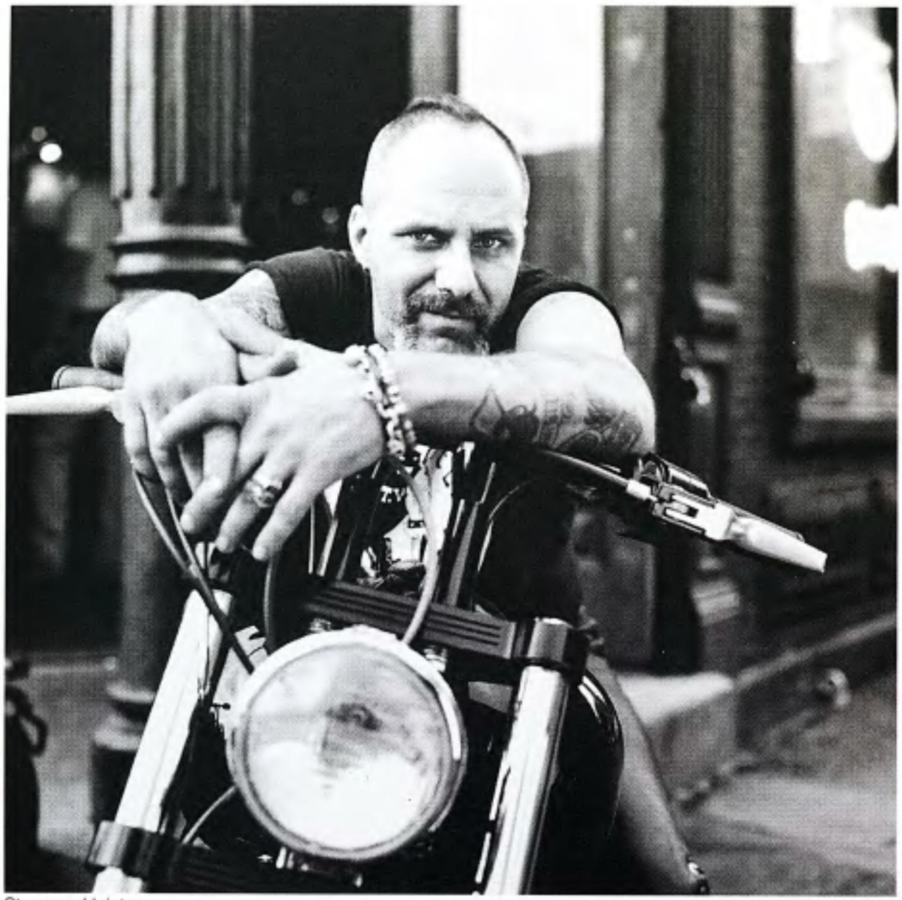


Paul Cox, "Jesus H. Christ," on his leather-scaled, jockey shift Triumph Bonneville.



I had this English teacher in my senior year of high school, and she had this trip planned to Europe. And ya see, she told us that if you never visit Europe, you are missing a lifetime of experiences. She said it would change our lives forever. "Hey," I thought, "this must be one of those significant social events I'm always hearing about. I'd better not pass this up." So I showed some interest in going, as did a good buddy of mine, Luther Jett, who, like me, was a farm kid. We were going to sell some calves, work overtime housing tobacco, and maybe, just maybe, we could afford the trip. So we approached the teacher. Now I was only 16, but I knew a look of, "You've got to be kidding," when I saw it. She actually discouraged us from going, and said, "I doubt that anything you witness in Europe will benefit you on the farm." →



Steg von Heintz.

Fuck her, man. Needless to say, we didn't go. Ever since that day, I've always wanted to "see Europe." I consider that teacher's attitude and speech to be a very significant event in my life. Nevertheless, I have had a full life up to this point, with many exciting tales to tell. My visit to NYC a few years back, and the meeting of a group of New York bikers rank up there in the top five. It was an experience no English teacher could have exposed me to.

Nothing you read can prepare you for the full-on frontal attack that greets you as you are shot out of the Holland tunnel into Hell's Kitchen. New York City is not the kind of place you tour alone, trust me. I thought I could read a map before I went to NYC. David Snow, a friend and former editor, who led me on the serial killer tour every time I visited, introduced me to the author of the following story, English Don. He and his acquaintances are as real as a punch in the nose. Being a constant student of survival, I found their lifestyle quite interesting. The first rule of survival is to blend in. Anything less than what you see would be like deer hunting with Marv Albert in drag. I don't know if they're the last hard-core troubadours on earth, but they're damn close. Oh, yeah, in case you're wondering what happened to Luther, he's hiding out in the hills of Florida. He skipped bail up north on his third DUI. Hang tight, brother.

But no one talks about NYC better than a local, so I'll step aside and let English Don, Bayonet Brother extraordinaire, tell his tale.

—Da Flynch

The evolution of many species is a direct result of their environment. In order to survive they develop certain parts of their anatomy over others. Unused or dysfunctional limbs are eventually bred out and another aspect of the body is overcompensated to handle the task of staying alive. Whether it is camouflage or speed and maneuverability, the animal will finely hone the skills needed to hunt and eat while staying inconspicuous. This is the precise mindset of the New York City chopper rider. The word recreation comes to mind. The refurbishing of old, tired life, a break from the toil—a vacation. So bearing this definition in mind, we must conclude, that while the open road is a rewarding recreation, bikers who ride in highly populated urban areas on a daily basis and do not use the open highway cannot be deemed recreational riders.

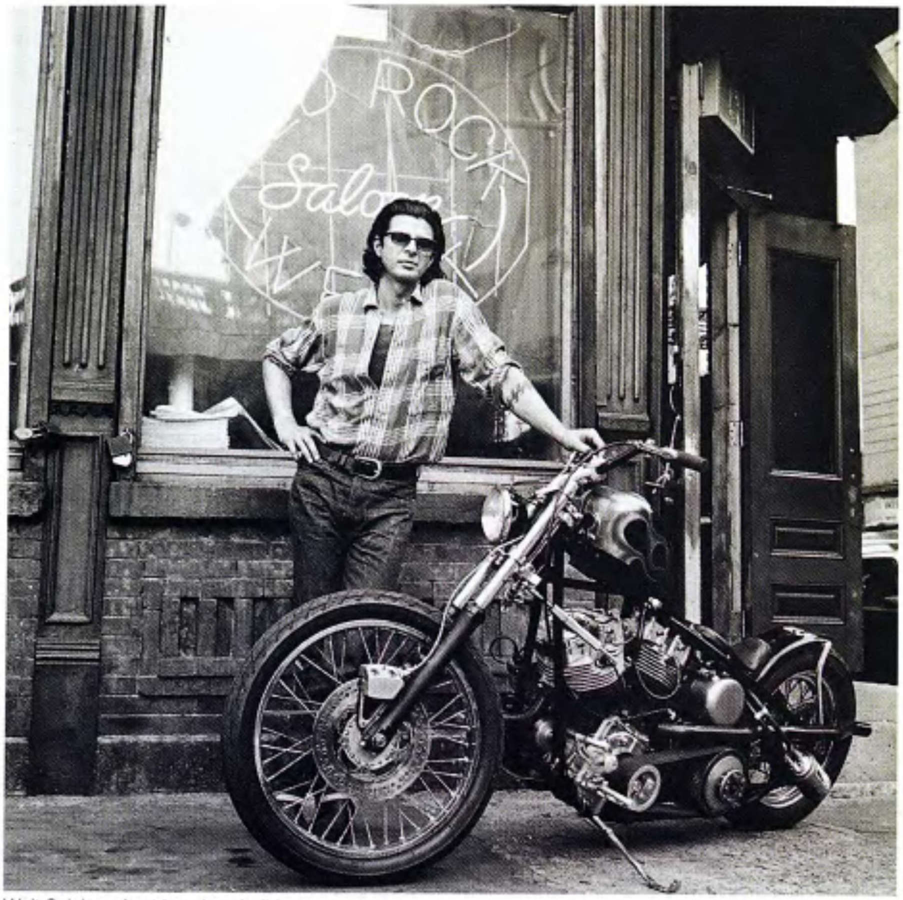
The pilots of the sick and twisted bikes that roam the streets of the →

Indian Larry—the world's angriest man.

Big Grapple are a breed like no other. Reckless abandon is their recreation. They feed off the pure adrenaline rush of lane splitting a gridlocked avenue at excessive speed—their senses piqued at all times. Any lack of concentration can be deadly. To safely navigate the pitfalls of this brutal burg, you must adopt the stance and mind-set of a special-duty racer. This is a wicked proving ground. There is no place for posing or profiling. Lightweights for whom this is common practice are quickly swatted down from their high horses by this cruel and unforgiving city. The hazards are unending; taxis, buses, trucks, and pedestrians are at the top of the list, but pretty much any other human being occupying a space on the street at the same time as you is a potential enemy. Their brains are at the boiling point, and judgment is severely impaired by tension and frayed nerves. The need for anonymity precludes the need for loud paint jobs. Some bikes run total flat black, but the most popular skin is a black bike with traditional hot rod flames. Trying to escape arrest on a neon, puke-green machine is tantamount to shooting yourself in the foot.

Every generation breeds its own creative, innovative influences whose ideas are not conducive to current trends. It's common for cutting edge artists to meld state-of-the-art technology with tried and trusted designs from a previous era.

Whereas someone living in a more rural setting, who uses his motorcycle as his main means of transportation, may need to travel many miles and take along necessary props to conduct his daily business, in NYC, what doesn't fit in your pocket stays at home. If riding a bike and doing your daily business is one in the same, it stands to reason you would choose a specific machine for your operation. For instance: If your task is armed robbery, a nondescript high-powered getaway bike would be helpful, probably Japanese, preferably stolen. So if you engineer hand-built choppers for a living and you work and live in New York City, chances are you ride a fine example of your craft. These "preferred" mechanic's rides are the root of the scene. They reflect the wild, flamboyant characters who own them. Their tough, aggressive stance and rugged finish is not recognized as "show quality" by today's standards, but under close scrutiny by people who can appreciate quality work, the meticulous construction of these traditional tricked-out scoots win many a trophy. After →



Walt Seigle —Austrian chop builder.

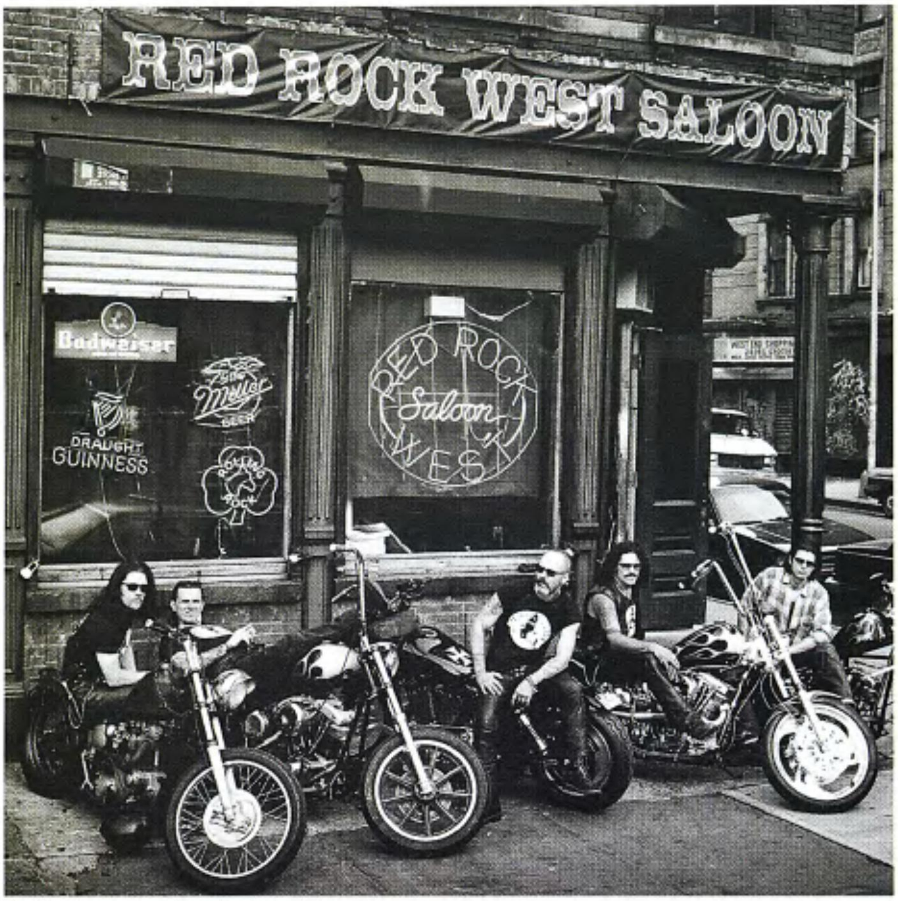
years of research, chop geniuses like "The Kommandant of Kool," Steg von Heinz; Cuervo "Psycholic" Frank; the legendary "Indian Larry"; and Paul "Leatherman" Cox, who doubles as Jesus H. Christ on Times Square on alternating Sundays, have perfected the blueprint needed to construct a bike tough enough to deal with the rigors of this festering metropolis. Even I, your humble narrator, have suffered many a broken bone in this quest to build a better mousetrap.

Components pertaining to the quintessential chopper are a matter of taste. However, each piece is judged on its merits. The trend toward cast or machined billet wheels is financially pleasing for the manufacturers, but the testing ground of New York City suggests a short life expectancy and replacements are expensive. The enduring spoked wheel is still considered the best option. Open primary/secondary belts are popular. The elimination of the weight contributed by a chain-driven closed primary is understandable. The puritan mechanics usually toss the electric cranker and battery to eliminate weight. I have my own reservations as to the pros and cons of a secondary belt drive. True, it solves the problem of unsightly oil splats on your girlfriend's butt; however, if you're a holeshot junkie like me, chain breakage is frugal in comparison to costly belt shredding antics. Also, replacement is not a roadside option. Devout hardliners like Paul Cox, Indian Larry, and myself insist on suicide shift to bring us closer to the machine. [Flynch, too. ed.]

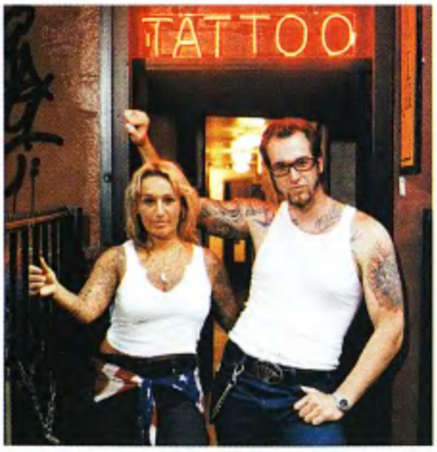
The insane scooters and the wild characters who pilot them match their environment. New York City is super-fast paced, brazen, and boisterous. It is common practice for those who don't live in the Big Grapple to speak in derogatory terms about New Yorkers. Usually it stems from inner defense. We walk tall and talk loud for good reason—survival of the fittest. This ain't no joke. This ain't no disco. This ain't no fooling around. Only the stalwarts who endure the daily ballistic conflict have the right to call New York City a shitty rat hole. Comments from anyone else are mere speculation.

We, the Bayonet Brothers and entourage, hold much respect for true genius bike builders everywhere, especially some European brothers. As long as there is a worldwide, creative nucleus of brotherhood, sworn to keep choppers alive, we'll ride.

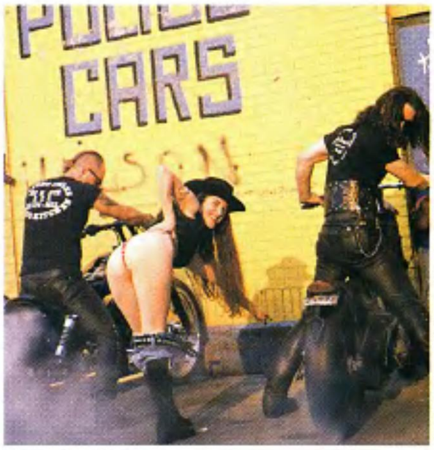
—English Don



The Psycho crew—all mechanics.



Portal to "The Belly of The Beast"—best ink in town.



Recreation time.

Photos: Gus Philipas, Manny Torres, Pete Fikaris

Left to right: Indian Larry, Steg von Heintz, English Don, Psycho Frank, Paul Cox, and the Red Rock girls.

When I looked at the folder containing the photos of this bike (which your eyes are probably scanning in utter disbelief), the name of the owner was given as Harold Pontarelli. But if I believed the enclosed chart, then a guy named Bill Bushling laid claim to it. It immediately confused me. Was there a transfer of title going on while yours truly was trying to figure out the specifics of this sled? Did someone try to pull the wool over my eyes? (Which wouldn't be that difficult, I admit). Or did someone in the *Easyriders* office simply not know the facts?

MODERN TRIBAL

As I sat there, pondering this bike which donned the lovely Kelli Hoffman, September's Fox Hunt winner (and a dancer from Las Vegas) stretched out in all her glory, I noticed a phone number on the bottom of the chart, with no name attached. Like a regular Sherlock →

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Holmes on the prowl, I immediately took this to be a clue.

"Hey, can you call back in twenty minutes? I'm in the middle of a paint job." The voice on the other end of the line was courteous, yet resolute. "Hmm," I thought. "Bike, paint job, busy ... this must be a pro of some sort." Well, at least he had admitted to being Harold Pontarelli.

My second attempt was received much more generously, at least as far as time was concerned. And time is money, as we know. I could appreciate that and came right to the point.

"So, whose bike is this anyway?"

"Ah, well," Harold stuttered, "I guess you could say it's both Bill's and mine. Well, no, actually, it's Bill's. But the bike is here with me ... sort of."

Aha, a clear, precise answer. Just what I had expected from a pro. Lucky for me, the technical info on the bike was a bit easier for me to wrest from Harold. Most of it, anyway.

"What you have there is very unique," Harold expounded. "This is a '97 Softail with a Magna Charger and a right side generator case with a blower, the only such blower drive in existence. The generator case contains the whole ball of electrics."

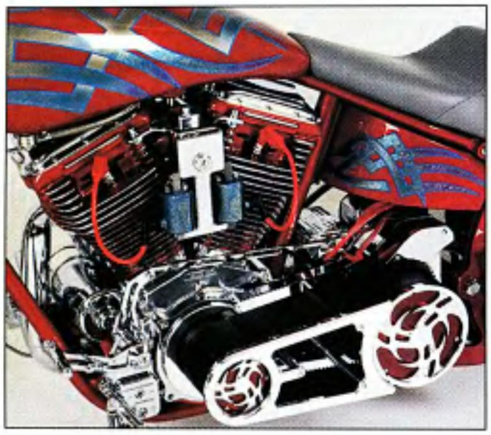
I was impressed. "Go on," I said.

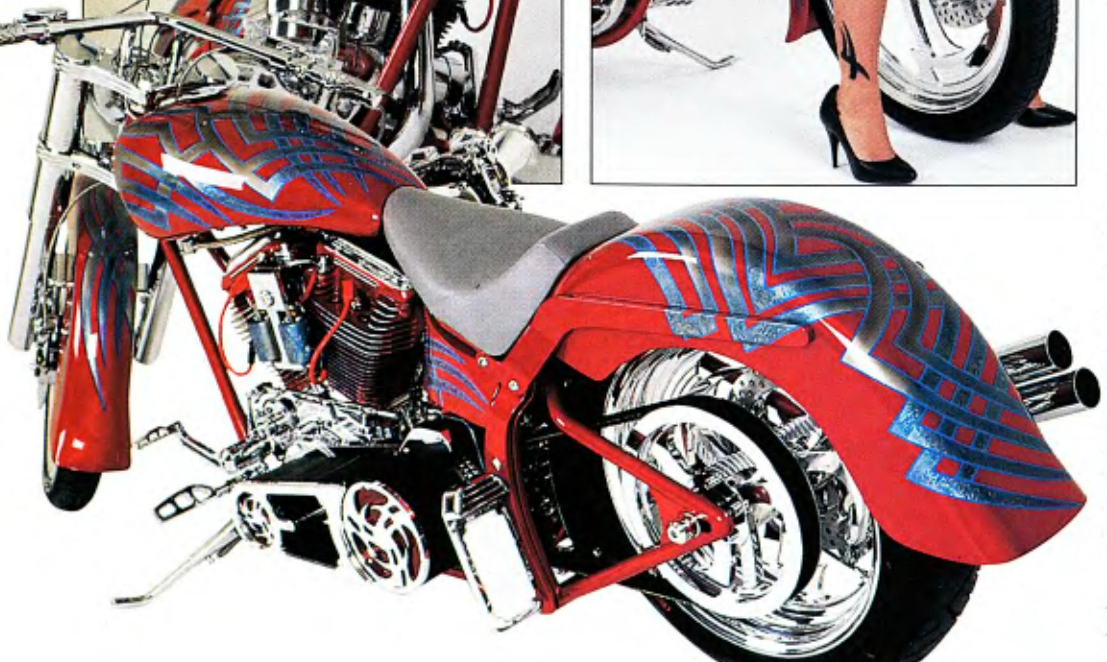
"A lot on this bike is handbuilt, like the single-fire coil bracket, part of the front pipe, the pulley covers, and the carb setup with the velocity stacks on the double Mikunis is a prototype. I built this bike for Bill Bushling as a showcase for his chargers."

Silence. But Harold correctly guessed my next question. "Oh, he's the owner of Magna Charger," he explained.

"Why, of course," I said. "I'm just taking notes here. Sorry 'bout the silence."

Harold continued, "Once I got started, I just went ballistic. I always do that. We wanted to build something real radical, so we got the Tribal wheels from Performance Machine. I added these Panhead covers from Xzotic. The frame was built by Daytec according to my specifications, with a forty-degree rake ... what's that? The chart says eight weeks? Well, actually, I built it faster than that. We wanted to get it done in time for the Mikuni show (in June), which we did. And after that, we took it to Sturgis, to →





showcase the wheels for P.M."

OK, so Harold builds bikes for a living, because, yes, of course, he's got a shop. "H.D. Performance? Oh yeah, that's mentioned on the chart," I commented. "That's just one person? You? And you do everything? Build the bikes from the ground up, machining, painting, answering phones ... Yeah, I got it. And you work there twenty hours a day? You don't say! That's a lot of hours! You ever take a vacation? Vay-cay-shan! Yeah, like, time off ... I see."

My head started to spin and I felt like *I* needed a vacation. But Harold was on a roll.

"The only thing I wasn't so certain about," he admitted, "was the paint. I wanted it to be a tribal, whatever that is. Do you think it looks anything like that?"

"Oh yeah," I said, fumbling for one of the slides lying next to me. "Most definitely!"

"Well, thanks," he answered, audibly relieved. "You know, I've never seen tribal art before. I just figured, I would give it a try."

And just as I was getting ready to close the book on this interview and to concentrate more on Kelli's aesthetic contributions to this spread, Harold chimed in one more time. "You know, I was gonna sell this bike to some guy back East. But I'm not sure. Anyone want to make an offer?"

So now wait a minute there, Harold. Whose bike is this anyway?

—*Red Baron*

Owner: Bill Bushling
City: Orland, CA

General
Fabrication: H.D. Perf., Vacaville
Year/make: 1997 H-D
Model: SPCNS (Softail)
Value: $50,000
Assembly: H.D. Perf.
Chroming: Walker Custom Chrome

Engine
Year/model: 1997 Evo
Rebuilder: Hi-Tech/Ken Zetterquist
Ignition: Compu-Fire
Displacement: 80 cubic inches
Lower end: S&S
Pistons: H-D
Cases: Delkron
Heads: Edelbrock
Cam: Blower cam
Carb(s): Twin Mikuni HSR 42mm
Pipes: Samson/H.D. Perf.
Modifications: balancing by S&S, H.D. Performance air cleaner

Transmission
Year: 1997
Shifting: 5-speed
Modifications: polished

Paint
Molding: Greg JPM
Painter: H.D Perf.
Color/type: apple red/House of Kolor
Special paint: sure

Frame
Year: 1997
Builder: Daytec
Type: Softail
Modifications: 40-degree rake, 4-inch stretch, JPM powercoating

Accessories
Bars: Ness V Bars
Risers: Ness
Handlebar controls: Ness
Fender(s): Daytec/H.D. Perf.
Headlight: Ness
Taillight: Joker Machine
Pegs: P.M. (front)
Electrics: H.D. Perf.
Foot controls: P.M.
Gas Tank: D&D Metalworks
Oil Tank: Daytec
Seat: Corbin
Mirrors: Ness
Grips: Ness

Forks
Type: Ness top, Boyd lowers
Modifications: minus 2-inch extension

Wheels

Front
Type: P.M.
Size: 21-inch
Tire: Metzeler
Brake: P.M.

Rear
Type: P.M.
Size: 18-inch
Tire: Metzeler
Brake: P.M.

Photos: Jim Gianatsis

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Stock #: 211 **Model:** FLHS **Engine:** 1340 **Color:** Brown

1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XL8 **Color:** Blue **Mileage:** 18,638

1997 AMERICAN EAGLE
Stock #: AE00148 **Model:** STC Classic **Color:** Dark Red Marble **Mileage:** 50

1997 HARLEY-DAVIDSON
Stock #: UM215 **Model:** XL8 **Engine:** 883 **Mileage:** 2560 **Color:** Red

1993 HARLEY-DAVIDSON
Stock #: UM212 **Model:** FLSTF **Engine:** 1340 **Color:** Black

1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom

1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames

1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

1982 HARLEY-DAVIDSON
Stock # UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

1997 BIG DOG
Stock #: BD74141 **Model:** Vintage **Mileage:** 35 **Color:** Red/Cream

1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30
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1994 HARLEY ANNIHILATOR
Stock #: UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple

TITAN
Stock #: T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue

TITAN
Stock #: T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

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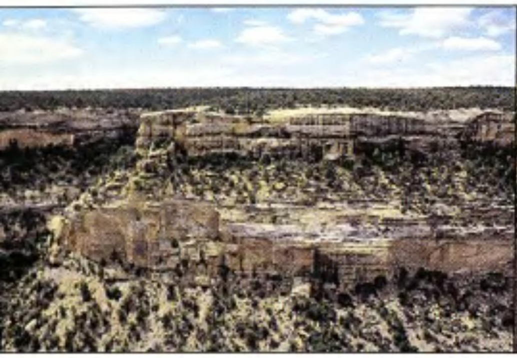
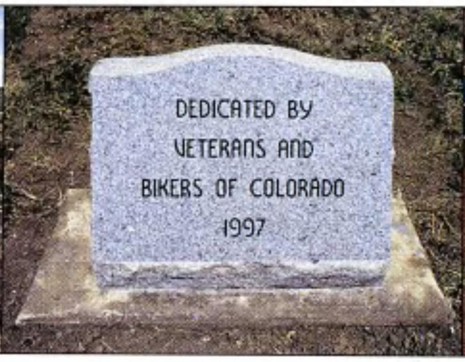
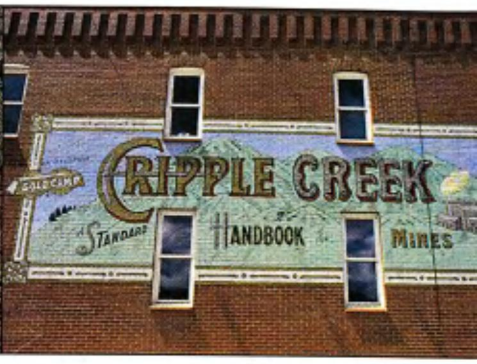
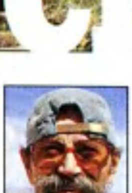






CRIPPLE-CORNERS

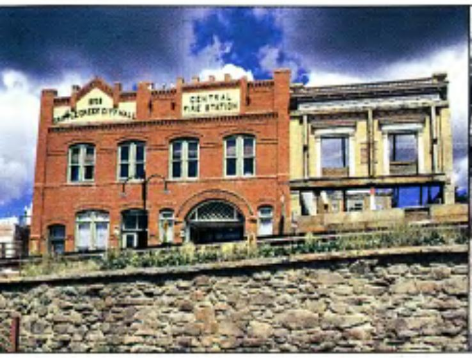


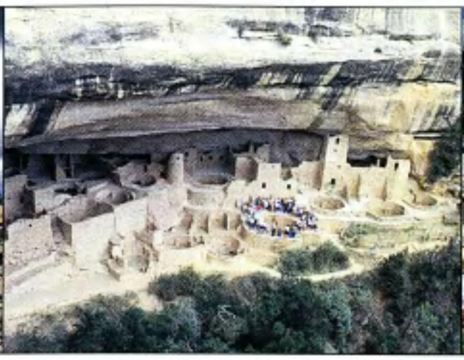
OK, here we go again. This time starting from Colorado Springs, Colorado, where Sugar Pai took me after attending the 1997 Sturgis Rally and Races. We made the trip almost entirely in the rain. I did get a brief break which allowed me the opportunity to grab dinner on the south side of Denver, Colo., while en route to the Springs.

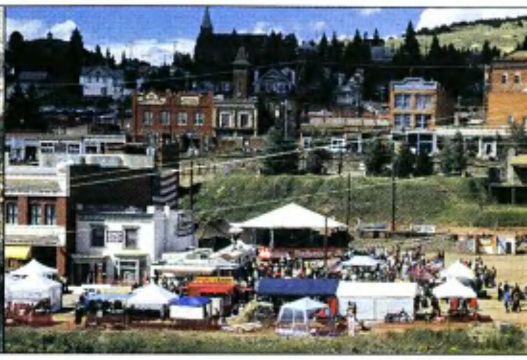
The main reason that brought me there was my contact with Jim and Pam Wear, the principle promoters of the Veterans Ride to Cripple Creek, Colo. This ride celebrated its 10th anniversary this year and is supported primarily by VFW post 11515 and American Legion post 38.

This weekend event benefited the Hilltop Nursing Home, the Cripple Creek Special Education Students, the Rocky Mountain Museum, Wolf Rescue Ranch, as well as the POW/MIA Memorial Fund. It was held August 23 and 24. The complete weekend festival pass was only five bucks per head.

There was lots to see and do. For starters, Cripple Creek is loaded with casino gambling. It's an Old West mining town located on the back side of Pikes Peak from Colorado Springs. It still has that old-time feeling and attitude, as well as altitude. The elevation at the town marker says it's 9,494 feet high. When gambling was voted in, the town's fathers opted to keep its original look. In other words, don't look to find any golden arches there. If one goes in, it has to appear like it's been there forever, to go along with the 1880s-era building architecture found locally. It's comprised mostly of red brick buildings because the town burnt down back when the buildings were made of wood frame construction. Legend has it that during that period our







country only had 100 millionaires, and 35 of them lived in Cripple Creek. Today there are still gold mines in operation with daily tours available in some. There is also an 1880-era cathouse tour. That is a nice way of saying whorehouse tours, I guess.

Saturday morning about 400 scooter pilots rode in from nearby Divide, Colo. It was a grand sight with many of the folks flying either Old Glory or POW/MIA flags; some riders flew both. By then, Cripple Creek was full of riders. There were putts parked curbside all the way from one end of town to the other. Around noon there was a special POW/MIA salute and a parade to City Park at one end of town. There were speeches made, welcoming the riders and the ex-POWs on hand. We saw a very moving →

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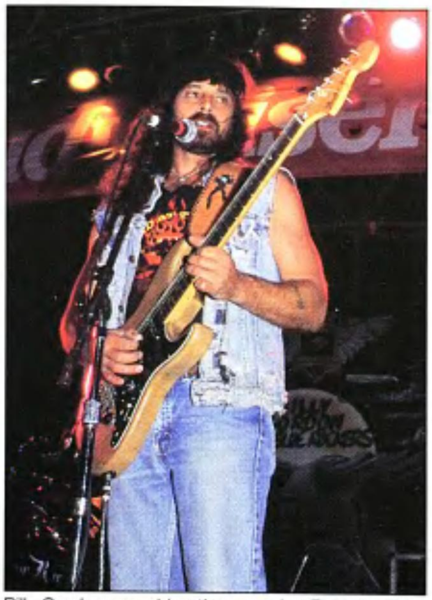
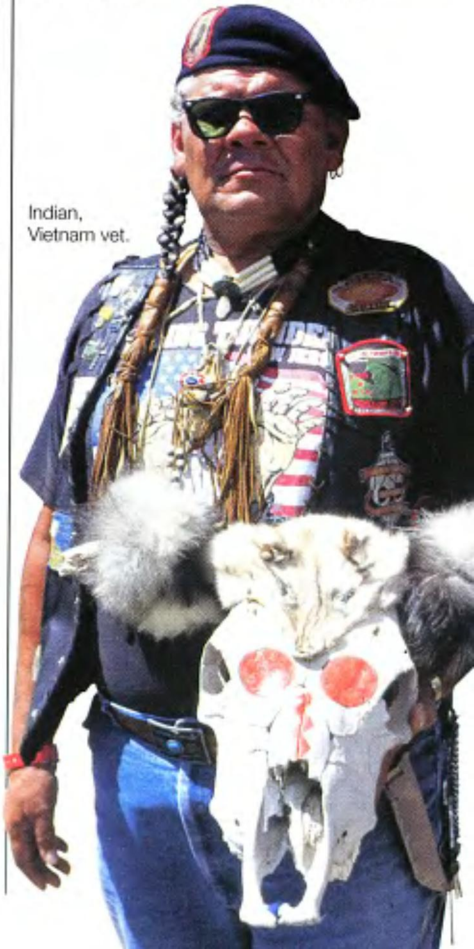


Billy Gordon preaching the gospel at Four Corners.

Biker football team champions and family.

Indian, Vietnam vet.



Paying respect to our Nam Vets.

Southwest Federation group.

remembrance service presented by the POW/MIA honor guard. Then a flagpole and headstone were dedicated at the park. This was followed by more speeches and a neato fly-over by a Colorado Air National Guard Huey helicopter. The two fly-boys were E.C. (Sonny) Beach from Denver and James A. Clark from Evergreen, Colo. Thanks fellas. Good job, and right on time.

Later that same afternoon some of us watched a touch football game between the cops and the bikers. The bikers wore the silver and black of the Raiders. The bikers were leading, 40 to zip at halftime. They raised over $700 for a special education program. Way to go, guys. The final score was 52-8 in favor of the bikers, not quite a skunk out. I understand that this was a payback for the previous year when rumor has it that the cops brought in some ringers. Ya win some, ya lose some. It was all in fun and the proceeds went to a good cause.

Several times during the afternoon we saw Wild West actors and actresses doing gunfight re-enactment shows. They call themselves the Colorado Territory Regulators. They dressed and looked like the real deal right down to their black powder shooting irons.

They also had a tattoo contest with several people winning awards. If you got tired of walking, you could've caught a free ride on either a stagecoach or a covered buckboard. Furthermore, there was a narrow gauge railroad taking people back and forth to Victor, Colo., about a seven-mile ride through the Rocky Mountains.

Sunday morning we had a CMA sunrise service, followed by a blessing of the bikes, and a pancake breakfast. All in all I'd have to say that Cripple Creek was loads of fun and I'd recommend checking it out. You'll find it worthwhile.

Midweek, Sugar took me north up to the Denver *Easyriders* store to meet the people who work there. I found it to be of good size and the folks were friendly. The store has mucho floor space both in the retail department and service area. They have beaucoup bikes for sale. Most belong to the shop and are aftermarket perfomance bikes, as well as H-Ds. Some of the bikes belong to customers and are for sale on consignment. They carry all the soft goods found in the *Easyriders* catalog. They're right there for you to see and feel the quality. They handle all sizes of our products and many aftermarket go-or-show parts to fit your V-twin. It's a very clean operation with lots of wrenches on hand to take care of your every want and need biker-wise.

Before hitting the freeway south back to the Springs, I rode by Rocky Mountain Harley-Davidson. Instead of seeing a mega super duper upscale-style store, their place has more the look of an early '20s or '30s motorcycle shop. It has that rustic motif look. When you peer into one of the salesman's offices, you'll see old-looking wooden walls with authentic artifacts and photos. You will see an old Harley Twin sitting on the rear wheel stand that many a collector would give their proverbial left nut for. No, it wasn't restored. Both tires were flat but it was all there complete and original with a rear passenger seat and handrail. I would guess it was a teen-age model or somewhere in the early '20s. It was bonaroo. I dug it a bunch. The first time I visited this store was on my very first trip to Sturgis in 1980. They fixed my generator, which was shot and they also installed a fresh battery. The old one was in a sorry →

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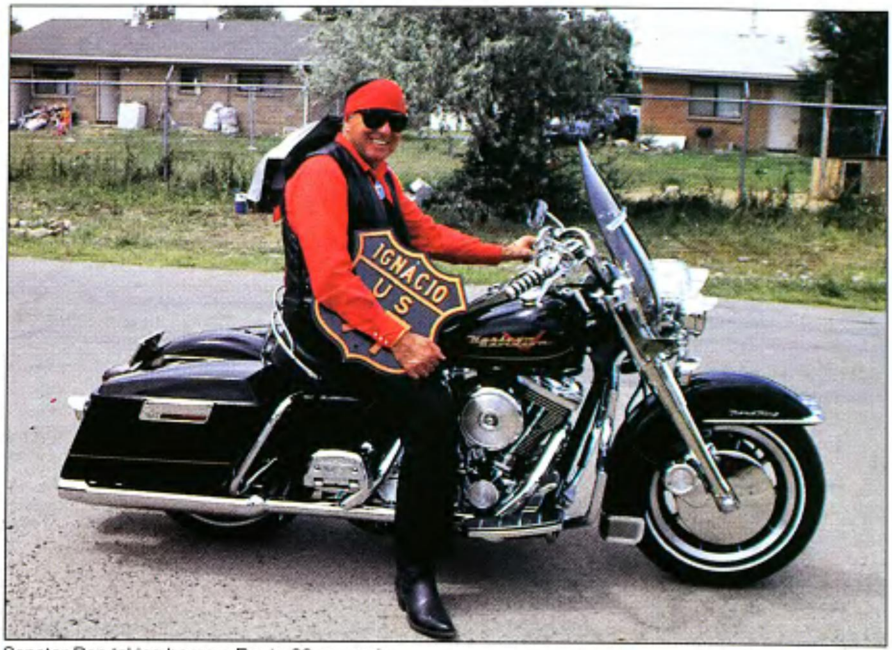


Senator Ben taking home a Route 66 souvenir.

state because I'd been getting quick charges since leaving California at truck stops. You just gotta figure the plates were warped and crispy. Anyway, at the time they were located in Littleton, Colo., and they're still owned by Vinny. Good luck, pal, and thanks for the help then and now.

Thursday of that week Sugar and I left the Colorado Springs area for the Four Corners Iron Horse motorcycle rally which was being held over the Labor Day Weekend. It was about a 300-mile ride. The rally was in Ignacio, Colorado, which is located in the southwest corner of the state. While there, I stayed in Durango, about a 22-mile ride to Ignacio. They have a narrow gauge steam railroad which will take ya to Silverton daily. It isn't operated during the winter months. Durango is located 50 miles northeast of the monument that marks the spot where Colorado, Arizona, New Mexico, and Utah meet.

The Four Corners motorcycle rally is already the largest motorcycle event in Colorado, and it's only been going on for five years. Its main sponsors are H-D of Grand Junction, RJ Reynolds-Camel, Budweiser, Sky Ute Casino, Norwest Bank, Snap-On Tools, Chevron, Big Dog Radio and *Easyriders*. It is hosted by Colorado Senator Ben Nighthorse Campbell, District 8 of Colorado ABATE, The Tres Rios chapter of New Mexico ABATE, and the Southern Ute Indian tribe. The fee was 10 bucks a day or 25 smackeroos for a four-day wristband. The rally was held in the Sky Ute Event Center in Ignacio. Tours were also leaving for various locations in Durango, such as the Mesa Verde ride which left Friday morning to see the cliff dwellings of the ancient ones. The Pueblo Indians vacated the Four Corners area about 1300 A.D. and left ruins of their homes and dwellings scattered through the area. Sugar and I didn't ride out with the group. Instead, we went later and scoped it out thoroughly. It was great fun, after seeing pictures of the area, to finally be there.

Saturday morning, my old pal Senator Ben lead a group of riders to Silverton. He was besieged by radio and television people trying to get an interview before they left. I'd already been there and done that so I didn't go along (see November 1995, issue #269). Besides, there was much to see and do at the Sky Ute Events Center. I did get to meet the senator's wife, Linda. She's a pretty little gal who putts her own scooter.

Also, for those of you folks who are into studying Native American culture, there was a Indian powwow going on the same weekend near Durango. What made it interesting were the ghost dancers which, I understand, aren't performed everyday. It's something special.

Like I said earlier, there was much to see and do. How about the Hardly Angels? I'm talking about the all-woman synchronized motorcycle riding team. They put on a show for us Saturday and Sunday afternoon. Doug Domokas also put on a daredevil show both days. There were some amateur sanctioned boxing matches both afternoons also, as well as a Vietnam Memorial Run to Farmington, New Mexico, to see the Vietnam Memorial on Saturday.

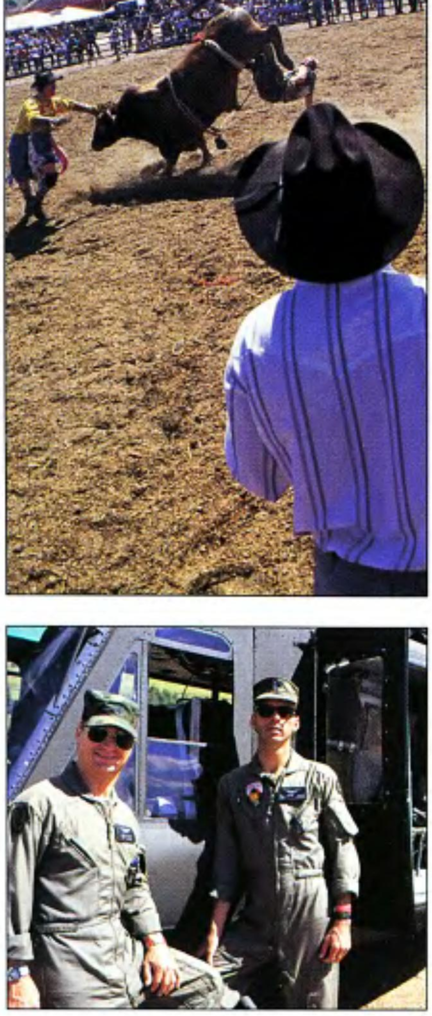
One of my California homeboys Billy Gordon closed out the evening playing from 10 p.m. till 2 in the morning. He and his band did well. He showed his versatility by going from his guitar to an alto sax and then back to his guitar. He sounded good doing Stevie Ray, Hendrix, and Morrison as well as his own original tunes. Although it started raining, there weren't too many people who really

At the start of the parade for the Nam Vets.

gave a fuck, so they partied on. Also, they had two huge bonfires going to dry out those folks who needed to or wanted to. I thought the band did a kick-ass job. I met Billy and his group back in the '70s when he did lots of MMA functions. He putts a Flattie and takes it on stage while performing.

Earlier that afternoon I got the chance to visit the Southwest Federation folks →

A pair of hardbellies at Four Corners.



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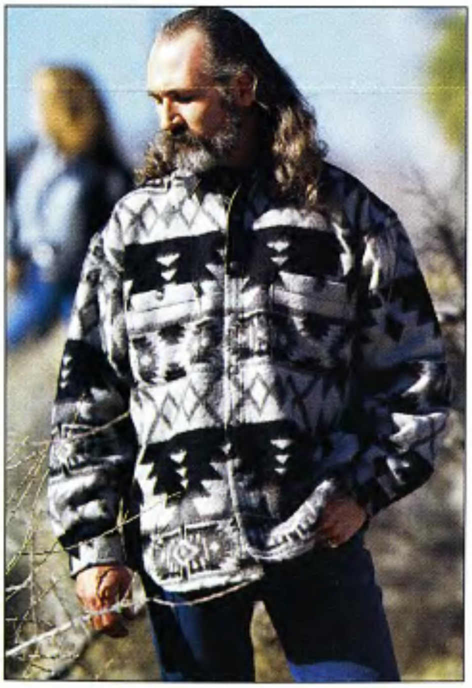

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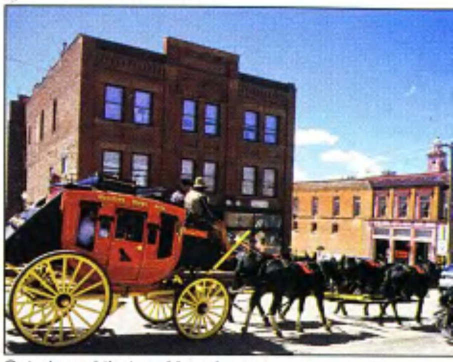

Get aboard that prairie schooner.

in Durango. They are trying to keep the government off of their backs, motorcycle club-wise. I got there late and had to sit through a bunch of speeches before taking a group shot of the politicos. Hey, whatever it takes.

On Sunday Dave Barr led the parade of iron horses from the Durango Mall through town. Later that evening, he put on a slide show at the Sky Ute Casino—what a guy.

Well I better cut it off here and say that Colorado is a great place to visit. Sugar ran like shit up in those higher altitudes, but ya can't have it all. Also, if you're heading that way, take your rain gear because it usually rains almost every afternoon during that time of the year, sometimes earlier, sometimes later. It's not cold enough to bring winter clothes. It's more or less a pissy type of nuisance rain, then it goes away just about as quickly as it appeared. The weatherman is pretty safe in predicting scattered showers. You'll be riding in some of the most beautiful and unusual parts of the country. I'm talking Rocky Mountain high.

How about some mail? I'm looking to do different areas next year and I need to formulate a plan so I'm not bouncing from one end of the country to the other like a steel ball in a pinball machine. Let me know what the haps are in your area so I can make some sort of itinerary. Until then, see ya.

—Rip

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Cripple Creek security folks.

Senator Ben's sweetie, Linda.

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STRANGER THAN REAL

TRUCKER ESCAPES FROM L.A.

Talk about Stranger Than Real! In the past we've brought you stories that stretch the bounds of credibility and depravity, wandering into the realms of mystic lunchmeats of the gods, Yeti Laundromats, and goldfish that channel Elvis, but this story takes the friggin' prize! The following news story was buried in the *New York Times* on July 3, 1982, with the bizarre title, *Truck Driver Takes to Skies in Lawn Chair.*

Now we know that bikers and truckers are a breed cut from the same cloth. And though this is a strange story, most of the bros I hang with would definitely be up for trying what Larry Walters did after drinkin' a bottle of Jack and listening to Bob Seger's *Roll Me Away,* over and over for three hours. We can only ask that you refrain from trying what ol' Larry did. Walters no doubt had enough of the L.A. crime, grime, gangs, graffiti, smog, you name it! That shit can drive a bro insane. Larry must have figured that he couldn't get around all that shit, or plow through it ... but maybe, just maybe ... he could get *over* and *above* it!

LONG BEACH, California, July 3, (AP) A truck driver with 45 weather balloons rigged to a lawn chair took a 45-minute ride aloft to 16,000 feet today before he got cold, shot some balloons out and crashed into a power line, the police said.

"I know it sounds strange, but it's true," Lieut. Rod Mickelson said after he stopped laughing. "The guy just filled up the balloons with helium, strapped on a parachute, grabbed a BB gun and took off."

The man was identified as Larry Walters, 33 years old, of North Hollywood. He was not injured. The Federal Aviation Administration was not amused.

Spotted by Airline Pilots

A regional safety inspector, Neal Savoy, said the flying lawn chair was spotted by Trans World Airlines and Delta Airlines jetliner pilots at 16,000 feet above sea level [*Yeowie!* What a rush!]

"We know he broke some part of the Federal Aviation Act, and as soon as we decide which part it is, some type of charge will be filed," Savoy said. "If he had a pilot's license, we'd suspend that. But he doesn't."

The police said Mr. Walters went to a friend's house in San Pedro Thursday night, inflated 45 6-foot weather balloons and attached them to an aluminum lawn chair tethered to the ground. [Where the hell do ya buy a lawn chair with such amazing balance?]

This morning, with half a dozen friends holding the tethers, he donned a parachute, strapped himself into the chair and had his friends let him up slowly. [Sounds like something *my* friends would do!]

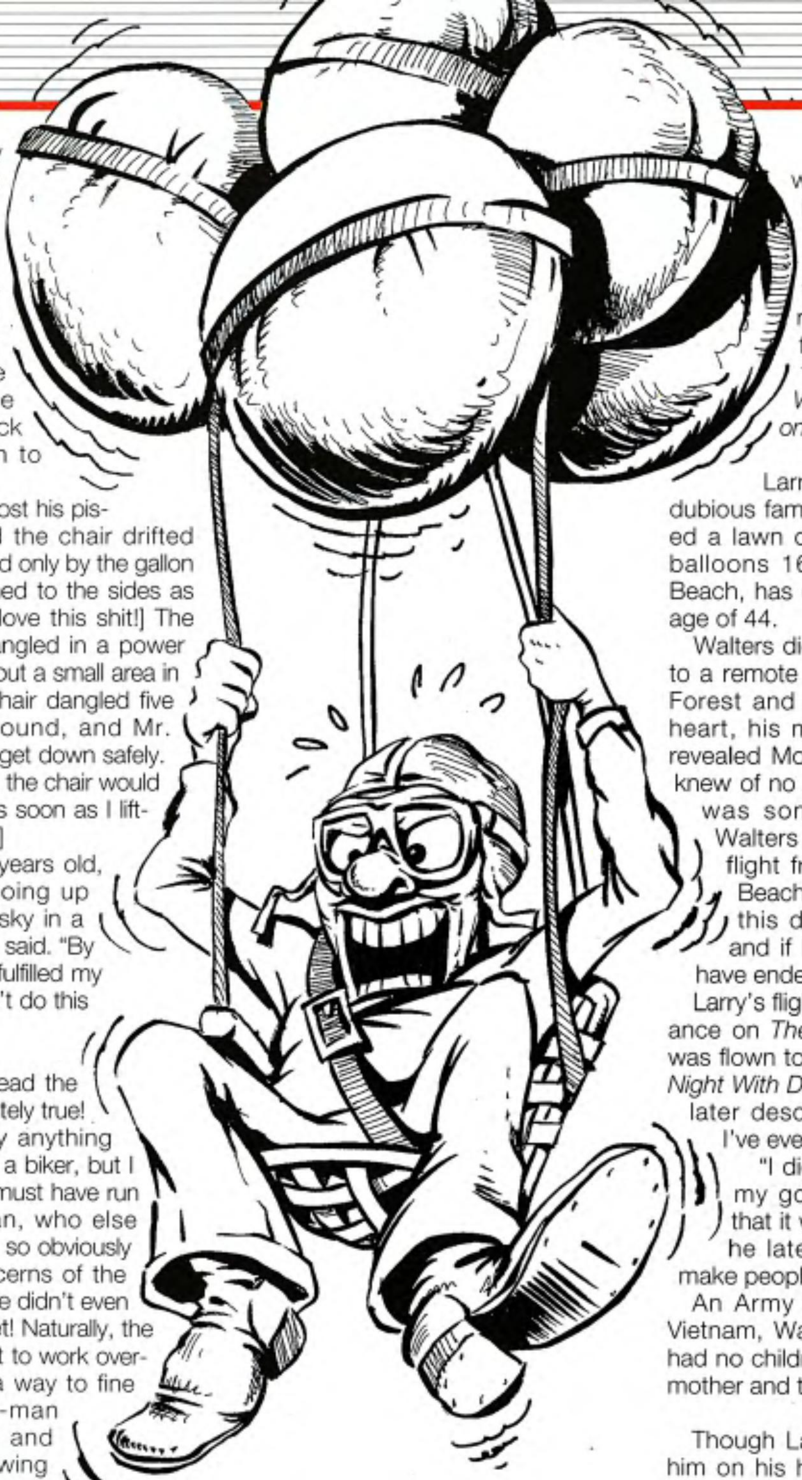
Minutes later, he was calling for help over his citizens band radio.

"This guy broke into our channel with a mayday," said Doug Dixon, a member

of an Orange County citizens band radio club. "He said he had shot up like an elevator to 16,000 feet and was getting numb before he started shooting out some of the balloons." [Guess he didn't take any Jack Black up with him to keep warm.]

Mr. Walters then lost his pistol overboard, and the chair drifted downward, controlled only by the gallon jugs of water attached to the sides as ballast. [You gotta love this shit!] The ropes became entangled in a power line, briefly blacking out a small area in Long Beach. The chair dangled five feet above the ground, and Mr. Walters was able to get down safely. [If I'd have done this, the chair would have dumped me as soon as I lifted one cheek to fart!]

"Since I was 13 years old, I've dreamed of going up into the clear blue sky in a weather balloon," he said. "By the grace of God, I fulfilled my dream. But I wouldn't do this again for anything."



All right, you've read the story, and it's absolutely true! Now it doesn't say anything about ol' Larry bein' a biker, but I think that Harley oil must have run in his veins. I mean, who else would try something so obviously outside of the concerns of the safety Nazis? *And*, he didn't even wear a friggin' helmet! Naturally, the powers-that-be went to work overtime to figure out a way to fine Larry for his one-man assault on sanity, and they did. The following appeared in the *New York Times*, December 19, 1982, under the headline, *Lawn-Chair Pilot Faces $4,000 in Fines*

LOS ANGELES, Dec. 18 (UPI)
Larry Walters, the lawn-chair pilot who catapulted to fame when balloons lifted his contraption 16,000 feet into the sky, faces $4,000 in fines for violations cited by the Federal Aviation Administration.

"If the FAA was around when the Wright Brothers were testing their aircraft, they would never have been able to make their first flight at Kitty Hawk," said Walters, who plans to challenge the fines.

The FAA has cited him for four violations of the Federal Aviation Act, including operating a "civil aircraft for which there is not currently in effect an airworthiness certificate" and operating an aircraft within an airport traffic area "without establishing and maintaining two-way communications with the control tower."

Yeah, I think you or I would have been right at home sharin' a brew with Larry. He knew what freedom is all about. Sadly, the *Los Angeles Times* reported Walter's death a few years later, in November 1993. The title was: *Larry Walters; Soared to Fame on Lawn Chair* and read:

Larry Walters, who achieved dubious fame in 1982 when he piloted a lawn chair attached to helium balloons 16,000 feet above Long Beach, has committed suicide at the age of 44.

Walters died October 6 after hiking to a remote spot in Angeles National Forest and shooting himself in the heart, his mother, Hazel Dunham, revealed Monday. She said relatives knew of no motive for the suicide. "It was something I had to do," Walters told the *Times* after his flight from San Pedro to Long Beach on July 2, 1982. "I had this dream for twenty years, and if I hadn't done it, I would have ended up in the funny farm."

Larry's flight earned him an appearance on *The Tonight Show*, and he was flown to New York to be on *Late Night With David Letterman*, which he later described as "the most fun I've ever had."

"I didn't think that by fulfilling my goal in life—my dream—that it would create such a stir," he later told the *Times*, "and make people laugh."

An Army veteran who served in Vietnam, Walters never married and had no children. He is survived by his mother and two sisters.

Though Larry took a camera with him on his historic flight in the contraption he named "Inspiration I," he never snapped a flick because he was so overwhelmed by the view. He spent nearly an hour aloft, nearly three miles above the earth, and must have felt a serenity that few of us will ever know. When asked why he did it, it was reported that Larry said, "A man can't just sit around." Let's take a moment to raise our glasses to adventure-seekers like Larry, men and women who dream the dreams that few dare to. Fly free, bro.

—*Phantom*

FICTION BY NEIL KILKERRIN

TROUBLE IN PARADISE

(Tilt the top of the page forward, toward the ground, and view from the bottom.)

Paradise. Everywhere else on Oahu, but not here on a Saturday, working overtime. I'm in a ditch sweating like Roseanne planked fat-assed in a sauna with a defective thermostat. One muthafuckin' December storm had hurled Ehuki Beach across Kam Highway so the road was now a beach.

Underneath a turquoise sky, the day was tropical steam. Except for the sand on the road and the debris along the fence line, you wouldn't have known the night before palms terrorized windows, winds tore roofs and sheets of rain washed every bit of red volcanic dirt *makai*.

Ten years ago my first Hawaiian words, after aloha, were directions to point the front Dunlop. *Ma* means at, *kai* is the sea, and *uka* is inland. Although I loved *makai*, I could only afford to live *mauka*.

I don't have much to some eyes, but you don't need much when you have limitless Pacific horizons 365 days a year. I have the bike, a now-needing-repair roof, two pairs of jeans, a bathing suit and a bunch of free T-shirts. For Sunday morning entertainment, there's the motel-used TV. Life is simple in paradise.

The culvert was silt-ridden, jammed tighter than a mahimahi's ass sniffed at by a shark. Clearing it was backbreaking work.

I took a break and walked over to dust off my bike. If it weren't for this Shovel, I would've never picked up the other kind. The chopped '79

THEN TROUBLE CAME MY WAY IN THE FORM OF A FRENCH-CUT BIKINIED BLONDE

Electra Glide was waiting patiently for sunset and the ride *mauka*.

She was impatient for a new top end and had been getting bitchier and bitchier to start. You want to run a 15-year old FLH in salt air, you've got to work.

Then trouble came my way in the form of a French-cut bikinied blonde, more streamlined than an XR-750. She was on her way from *ma* expensive hotel to *ma* beach, her small wrist braceleted by an empty slot of a plastic six-pack holder with three cans left.

I was debating what attracted me more—the sway of her magnificent ass or the echoed sway of the Miller Genuine Draft sweating beside it.

Normally, I wouldn't have had a problem making that choice, but it was one hot day and the usual Pacific winds were *ma* who knows where. This debate over the target of my desire, whether her can or the Miller cans, quickly ended when she looked back over her shoulder and smiled. I was a goner.

She glanced at my chest with its own dirt gullies washed by rivulets of sweat. She took pity and tossed me a can.

"I don't know what you're drooling after, but you'll have to settle for this."

"For now," I would have told her, but the words couldn't find the mind-to-mouth pathway. As she went swaying on her way, she added, "Honey, it will cause you less trouble."

Funny how the fucking part became love and the love part

made me want her forever—marriage and all. It turned out she didn't. There—I gave you the fucking ending. If you got better things to do, go do them.

I woke Sunday morning, the best time to be in Hawaii. Thanks, I'm told, to the rotating earth and resultant time zones, it would be barely 8 a.m. and I could flip on the tube and catch an East Coast football game. This justified beer for breakfast. Two NFL originals, the Steelers and Giants, were going to butt heads in the cold Meadowlands while I sucked down a few cold ones in tropical breezes. But not today.

I shaved the parts of my face and neck where there wasn't supposed to be beard and got as good looking as I could. I put on my clean Levi's, my new North Shore Underground tank top and packed the beach duffel. I rode *makai* on the off-chance I might see her again.

She was on the beach, 50 yards from the now freely flowing culvert draining water from the mountains. The day was perfect and no one was within a mile. She said they called her Trouble. We talked of everything and nothing. Trouble or not, we matched like gasket and head.

She must have felt comfortable with me and sat up to unhook her top. She looked at me and smiled that smile. I would have liked to have been nonchalant, but in the

I ADORNED THIS UV VIRGIN SEGMENT WITH KISSES AND LOVE BITES

time it took a spark to jump a .025-inch gap, I was sucking her left tit with all the compression I could muster.

When she peeled off her bottoms, I saw she had one of those Mainland store-bought fake 'n' bake tans. The only piece of skin not perfectly bronzed was that horizontal white stripe where her adorable ass cheeks intersected the back of her thighs. I adorned this UV virgin segment with kisses and love bites.

For the next month we rode every road on the island, margarita'd at every bar in existence and made love in more positions than in the Kamasutra. I asked her to stay forever.

"Are you crazy? Baby, you're good, but I'm not living in a one-room-TV-beer-can hovel with a fucking ditch digger."

She went Mainland. Most women are trouble, but she freely admitted it was her fucking name. She was right. My heart is nothing but troubled by her memory.

But, you know, tomorrow's Sunday. At 9 a.m. I can justify pulling a can of Primo out of the cooler because the Bears and Packers will be butting heads in central zone Chicago.

While those cold Lake Michigan winds refrigerate Soldier's Field, I will be on the lanai feet propped on the railing, popped Primo at my lips. Then I'll take a Glide ride *makai* to clear my heart.

There is no room for trouble in paradise.

—Neil Kilkerrin

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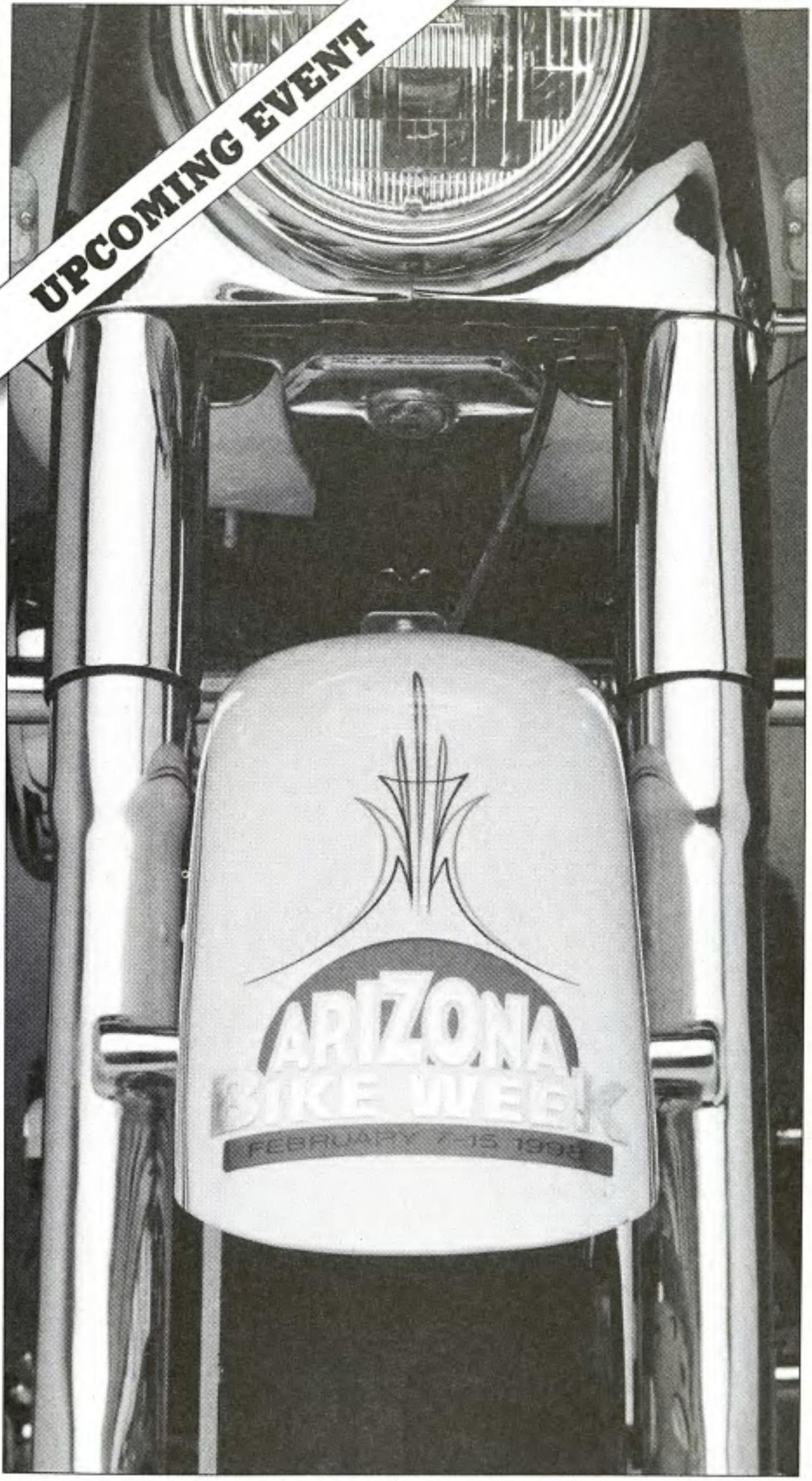

It's early February and you're cruising down a wide-open two-lane with a beautiful babe pressed against your back, the warm wind in your face, and a perfect desert sunset before you. Just another cabin fever hallucination? A José Cuervo dream? Nope, it's Arizona Bike Week '98, a chance to clear out those winter cobwebs and get down to some serious puttin' and partying.

The event's sponsor, Cruise America, reported 48,000 in attendance over the week during last year's rally and expect to double that number this year.

Starting February 7, 1998, Bike Week kicks off with the Arizona Bike Week AHDRA Nationals and culminates on President's Day weekend with the →

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Having fun at Harold's Saloon in Cave Creek, Arizona.

Miss Arizona Bike Week 1997, Michelle Bergstrom.

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Check out the calendar of events on the opposite page. For more specifics,

Photos: from Cause & Effect

call Arizona Bike Week event organizers, Cause & Effect, at (602) 970-3757, or stop in at *Easyriders* of Scottsdale and hassle Myron.

—Garlic Breath

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- AMS NATIONAL VINTAGE MOTOCROSS
- PURE STEEL OPEN HOUSE

2/9
- HARRAH'S AK-CHIN CASINO DUTCH DICE RUN

2/10
- ARIZONA RIDE OUT, TUCSON TUESDAY

2/11
- PHOENIX COYOTES COYOTE RUN
- SONORAN CINEMA RIDE-IN MOVIE NIGHT

2/12
- SPONSOR APPRECIATION NIGHT AT BOULDERS RESORT IN CAREFREE
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- BROKEN SPOKE SALOON
- TUCKER-ROCKY ROAD

2/13
- AVONDALE CYCLEFEST
- BROKEN SPOKE SALOON NIGHT IN AVONDALE
- AVONDALE CYCLEFEST
- LEATHER & LACE CHROME BALL AT THE ARIZONA BILTMORE

2/14
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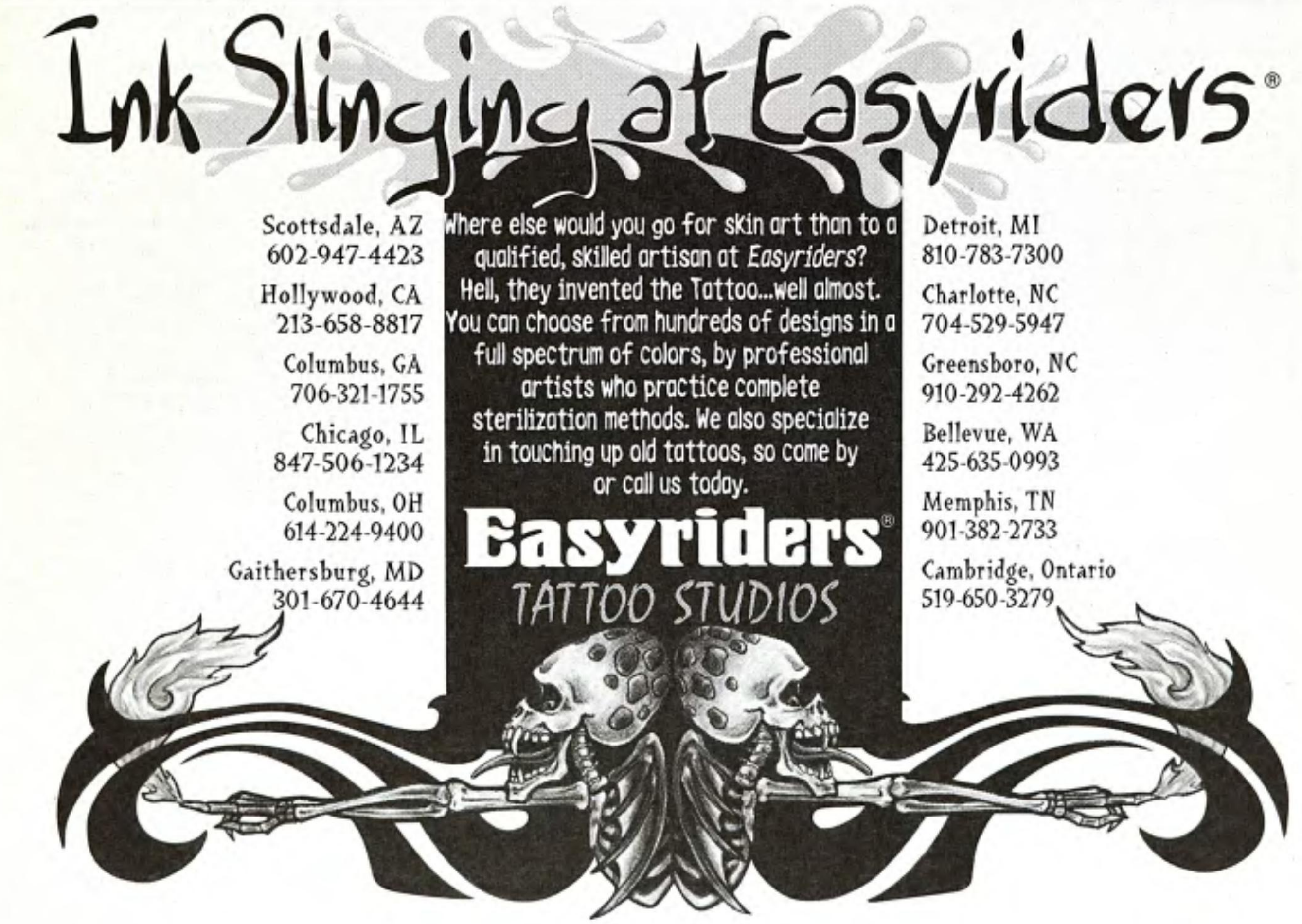

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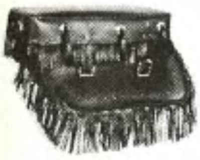

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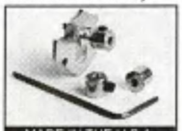

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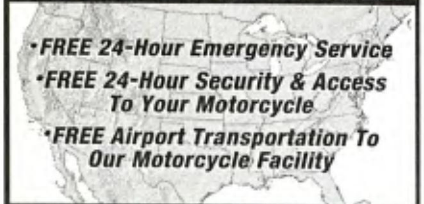

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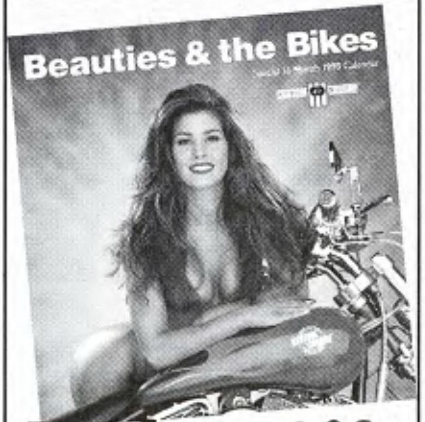

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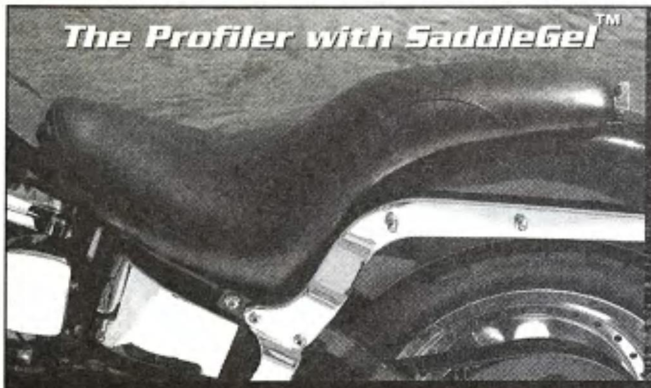

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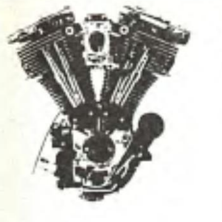

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EASYRIDERS TRANNY GUIDE
Where To Get A New Box Of Gears For Your V-Twin

Rev/shift. Rev/shift. Rev/shift. Rev/shift. From the first time you got your knees in the breeze, you learned the routine. Soon you got it down. Sometimes you'd shift at real low rpm to let the torque pull you away and hear the engine chug. Others, you'd air it out a bit for the bark and strong top-end rush of a built motor. But generally, when it came to shifting, you just did it.

Bike trannies are like water faucets, electricity, and digestive systems—when they're working well we don't give 'em much thought. When they're not, it's time to get out the tools, the voltage tester, and the Pepto Dismal. To keep you from having to drink too much of the pink stuff, here are a number of reasons why you might want to stuff a new transmission, or new gears, into your Harley: because the old one got real worn and puked its guts (that's a very good reason), because your old tranny shifts like a box of rocks, because your built motor cracked your tranny housing, because you want to convert your old Pan to a 5-speed, or, because you're building a ground-up custom and wanted a tranny with the right look and action.

Also, a stock Harley gearbox is made the same for all models, from the lightest Softail to the heaviest bagger hauling two people and a month's worth of shit. Consider a close-ratio first gear if you ride mostly solo on a nonbagger.

For this guide we boned up on gear clusters and whole new boxes, talked to the bros, and contacted the people who make these things, so we can tell you not only what's available, but what you might wanna know before you tackle the job. Keep in mind that everything's in long supply except for Dyna-style boxes, as they have the integral oil pan.

—Biker Bill

Tranny Guide— Who Makes What

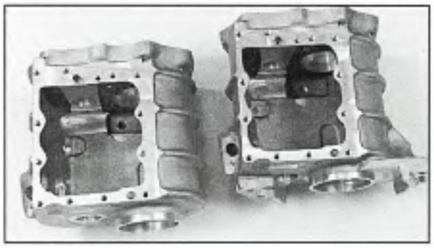
There are too many variations of trannies and years of bikes for us to offer a definitive list, so take this as a guide and contact your bike shop for specifics, or contact the companies directly.

Andrews Products, Inc.

Gear maker to the industry, Andrews offers all sorts of gears in aircraft steel and in a whole bunch of ratios with the applicable lead-in ramps to make them shift smoother.

- 1936-'84 Big Twins........................4-speed
- 1980-present Evo 5-speed
- 1957-'84 Sportster 4-speed
- Evo Sportster................................5-speed

Andrews Products, Inc. • 5212 Shapland Ave. • Rosemont, IL 60018 • (773) 992-4014



Cal Products

Offers two complete 4-speed trannies, and full access to information on its Web page.

- 1941-'64 ....4-speed
- 1965-'79 ....4-speed

Cal Products • 9700 Whitefield • E. Jordan, MI 49727 • (616) 536-7575 • cal-products.com

Custom Chrome, Inc.

Offers a variety of trannies and parts in its RevTech line.

- FXR..5-speed
black or polished cases; close or stock ratios
- Softail 5-speed
black or polished cases; close or stock ratios
- 1965-'84..4-speed
cast or polished cases; close or stock ratios
- 1936-'64..4-speed
close or stock ratios

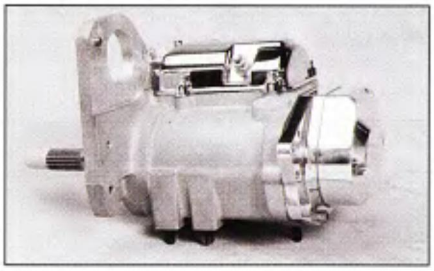
Custom Chrome, Inc. • (800) 729-3332

Delkron Mfg., Inc.

If Andrews is the gear maker to the industry, Delkron and others are the case makers. Delkron offers Softail- and FXR-style cases, billet trap doors, seals and bearings. It sells its cases to other companies, which then offer complete transmissions.

- Softail ....5-speed cases
- FXR ....5-speed cases

See your bike shop



Drag Specialties

As with several distributors, Drag offers the big names in trannies, including Delkron cases and gears by JIMS and Andrews. But it also is the only distributor for Quality Assemblies transmissions, which come as complete units. Quality Assemblies uses only-line parts like (big surprise) Delkron cases, Andrews and JIMS gears, and offers billet trap doors and end covers. They're available for the following:

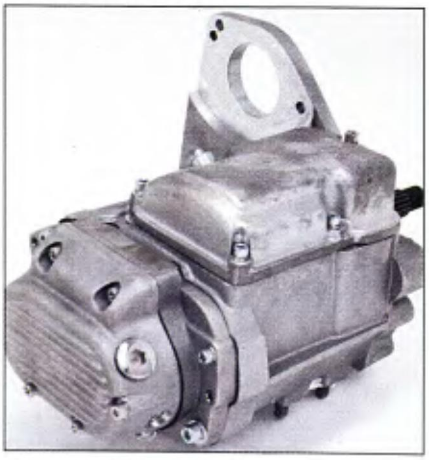
- FXR.....................Close and standard ratios
- Softails................Close and standard ratios
- 4-speeds
- 4- into 5-speed conversions
- Dynas (special order only)
- New and rebuilt transmissions

For ordering info contact your nearest Drag Specialties dealer; for tech questions contact:
Quality Assemblies • 1050 East Pacific Coast Highway • Long Beach, CA 90806 (310) 433-8784 • (800) 433-8868

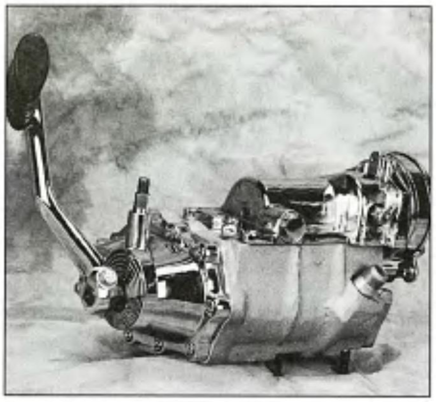
Fisher Motorcycle Products tranny.

Fisher's Motorcycle Products
Fisher's makes complete trannies, and all individual parts, for the following with Delkron cases and Andrews gears:
•Softail type
•FXR type
•Dyna type
•4- to 5-speed conversions
Fisher's Motorcycle Products • 940 Idaho Maryland Rd. • Grass Valley, CA 95945 (916) 272-7267 • fax: (916) 272-6247

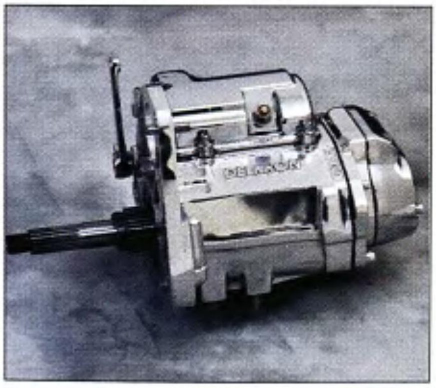
JIMS Performance Products
JIMS offers everything from individual gears to Super Kits (gear clusters on shafts that slide right in), to complete transmissions in which you can mount their gears into stock or Delkron cases. Options include close-ratio gears, billet pillow blocks, polished cases and 7075-T651 trap doors.
•Softail 5-speed
•FXR 5-speed
JIMS • 555 Dawson Dr. • Camarillo, CA 93012 • (805) 482-6913



Mid-USA Cycle Parts, Inc.
The Ultimate Transmission by Anitech bolts onto 1990-up Softails with the splined shaft. It accepts the stock starter motor and primary cover, but is designed for big-inchers.
Ask your dealer for Mid-USA part no. 70536.
Mid-USA Cycle Parts, Inc. • 4937 Fyler Ave. St. Louis, MO 63139 • (314) 351-3733

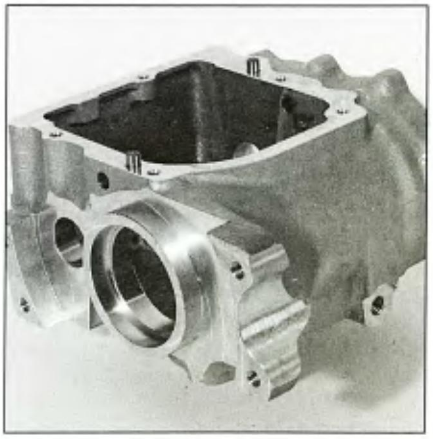


Midwest Motorcycle Supply
Has offered two 4-speed trannies, complete with Andrews gears, and just introduced two new 5-speeds.
•1936-'69 .... 4-speed
Available in standard or close-ratio
•1970-'84 .... 4-speed
Available in standard or close-ratio
•Softail 5-speed
Available in standard or close-ratio
•FXR 5-speed
Available in standard or close-ratio
Midwest Motorcycle Supply • Tenbrook Industrial Center • 111 Manufacturer's Dr., Arnold, MO 63010 • (800) 325-3914

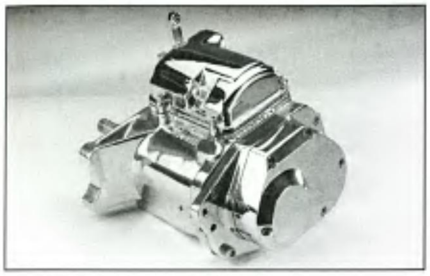


Nempco
If you're looking for a fully assembled transmission, Nempco distributes them complete for these models, or as assemblages of parts. They offer Andrews gears, and Delkron, STD, JIMS, or imported cases, plus shift fork and rebuild kits for 5-speeds.
•Softail 5-speed
Standard or close ratios, in plain, polished, gloss or flat black
•FXR/FLT 5-speed
Standard or close ratios, in plain, polished, gloss or flat black
•Sportsters .... all end covers, top covers, billet doors and more
Nempco • P.O. Box 311 • Guilderland Center, NY 12085 • (518) 861-6949

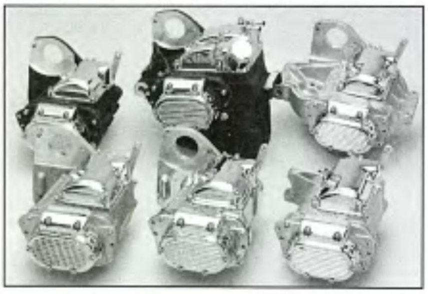
Rivera Engineering
Rivera distributes a number of tranny products. See your dealer for details.
•Softail 5-speed
Delkron cases w/Andrews gears; Harley cases w/Delkron gears
•FXR 5-speed
Delkron cases w/Andrews gears; Harley cases w/Delkron gears
•Early 4-speed
From Cal Products • Rivera Engineering 12532 Lambert Rd. • Whittier, CA 90606 (562) 907-2600



STD Development, Inc.
STD makes machined cases and lids for 4-speeds only, but a 5-speed for FXRs and Softails is due soon.
•1965-'77 .... 4-speed
Could adapt to early '40s with alterations
•1978 style 4-speed
Takes kicker in the tranny
•1979 -'81 .... 4-speed
Will fit up to '84, with rotary top
•1985-'86 .... 4-speed
Rear drain, no speedo hole, clearanced for belt drive
STD Development, Inc. • 9601 Cozy Croft Ave., Unit 10 • Chatsworth, CA 91311 (818) 998-8226



Sputhe Engineering
Sputhe makes tranny cases they claim are much stronger than stock, with Andrews gears.
•Softail 5-speed
Available with various parts polished, or completely polished
•FXR..5-speed
Andrews gears in an H-D FXR case coming soon
•Trikes..............................5-speed w/reverse
For trikes and sidecars
Sputhe Engineering • 11185 Lime Kiln Rd. Grass Valley, CA 95949 • 916) 268-0887



USA Twins
Offers trannies for all H-Ds 1936 to present, with your choice of seven cases, including 4- to 5-speed conversions, in close and stock ratios.
USA Twins, Inc. • P.O. Box 47 • St. Robert, MO 65583 • (573) 336-4900

Tips

A tranny rebuild and installation is at the fringe of the ability of most backyard wrenches. It's critical that the tranny and primary be properly aligned. You may want to have a shop do this unless you have a full range of shims.

If that ain't enough warning, listen to Alan Sputhe, VP and CEO of Sputhe Engineering: "A transmission failure can kill you. Anything that breaks can lock the gears. Be clean, clean, clean when assembling. If you don't know what you're doing, leave it alone." Sputhe also says to use a magnetic drain plug, keep the oil level up, and once it's set up right, don't fiddle with it.

Paul Platts, advertising/promotions manager for JIMS says, "The OE [H-D] is a good trans, but they're going to high-contact-ratio gears, which means more teeth and less sub- stance, probably for more noise control. Ours are not, and can handle a lot more power."

Don't order a tranny for your dream bike before you sort it out, says Alan Mahon, president of Delkron. "You have to determine your end product before you decide what gears you want. Will it be a late or early Evo? What will the bore be? All these affect the choice."

Bill Bennett, president of USA Twins, says to have your rear drive in mind, too. "You need to decide if you're going to run a rear belt or chain. If you want a belt, you really should go with a 5-speed. In our experience, a 4-speed with a belt won't hold up as well."

As for assembly, Mahon adds, "Take it to your local dealer who knows what he's doing so I won't have to rebuild your motor. It's important to shim the gears to align by H-D specs, or they won't engage or shift right. You've gotta be damn close—take your time."

Be damn sure. Lou Trachtenberg, owner of STD, says, "Know what main shaft you're running; there are three different lengths. In the later '70s there were a lot of changes." While you're at it, be sure to have your frame choice made before you order.

As for installation, we heard this from Mike Capriglione, Midwest's R&D manager: "There is a tightening sequence with a closed primary. Install the base plate to the trans, but leave it loose. Then install the tranny with the base plate to the frame, and tighten the base plate to the frame. Next in sequence, do the primary to the motor, the trans case to the primary, and then tighten the trans to the base plate. If this isn't done properly it puts an undue strain on the parts. Then be sure to put in your trans fluid, but don't overfill!"

Larry Fisher, owner of Fisher's Motorcycle Products, says, "Get a factory service manual, and be sure every measurement is to the tightest setting in its range." He also says it takes three to four hours to build a tranny, and about the same time to install one. As for tools, it mostly takes two kinds of snap-ring pliers, a Snap-On PR-16 special tool and a good torque wrench.

Do it all right and you'll have bitchin' shifting for a long time to come. ⊙

BANDIT II MEETS THE DIODE KING

Another Step Closer To Completion–LED Running Lights From HiTech Products

Ron Simms bellowed into the phone, "Goddammit, we want to paint this albatross for the Love Ride."

Bandit called Markus Cuff, our talented tech photog, "Goddammit, get over to HiTech Products and shoot the sonuvabitch. Horst is waiting in his spray booth." After hanging up, he looked at the *Easyriders* calendar hanging on the wall and counted the days. The pages of the 1997 calendar seemed to flip from month to month as if the sands of time were now driven by a 98-inch S&S stroker motor. Time was blasting past at an alarming rate, and Bandit knew it. All that was left were the running lights from HiTech and the Headwinds headlight bar and lights. Then we needed a set of space-age handlebars with digital gauges, and the bike could roll back to the Bay Area for Horst hues and final assembly.

Ron had even suggested that he pick up the bike in Del Mar and return it to the Bay Area himself. The offer was appreciated by the man, but the calendar haunted him. Time was moving too fast, and the bike had to be done right. In fact, the design had taken a couple of turns to Bandit's liking, and the machine was beginning to express a life of its own. It was truly becoming a '30s masterpiece with '90s technology. More on the styling changes in an issue or two.

Bandit met with Aaron Bedrosian of HiTech Products on a smoldering Valley morning, and together they sketched the design on the fenders. Aaron makes about 22 different light-emitting diode (LED) products, including 12 sizes of these LED strips, from 1 1/4- to 12 1/2-inch lengths with widths from 3/16- to 5/8-inch. The narrow units are covered with clear lenses while the two wider widths are prismatic lenses. Other options include a clear red lens, or the clear lens with yellow lights we installed on the front of the Bandit II. The prismatic lenses are faceted to intensify and spread the light. Each unit has approximately 15 LEDs installed and draws .3 amps for a healthy charging system.

All right, here's how Aaron went about installing flush-mounted LEDs into Bandit's fenders.

Photo 1: Aaron recommends that you measure the slot twice before you cut it. This is the crucial part.

Photo 2: Use a drill bit one size smaller than the width of the lens (for example 3/16 wide lens requires a 11/64 drill bit).

Photo 3: After he carefully drilled the end holes, Aaron used a hand grinder with a cut-off wheel (a dremel tool also works well) to connect the holes. He continued to keep the slot smaller than the lenses for the tightest ultimate fit. Then he used a file carefully to enlarge the opening to make the lens fit snug.

Photo 4: Aaron attaches the lenses to bolts welded inside the fender. The bolt heads are ground thin and welded to the inside of the fender. Nybar nuts are used to negate vibration.

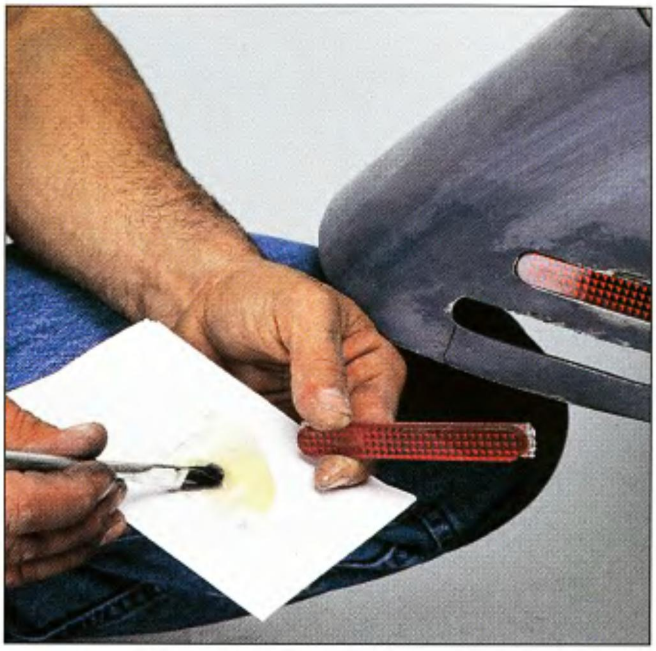


Photo 5: To bond the lens to the fender, he applied a small amount of 2-part epoxy (resin and hardener type) to the edge of the lens before installing it. "Once the epoxy cures, apply a skim coat of body filler over the lens and block sand the fender to perfection," Aaron said. "Most of the body filler will be gone by the time you're done sanding."

Photo 6: Once the sanding was complete, Aaron took the dullness out of the lens with a buffer. A fine rubbing compound can also be used.

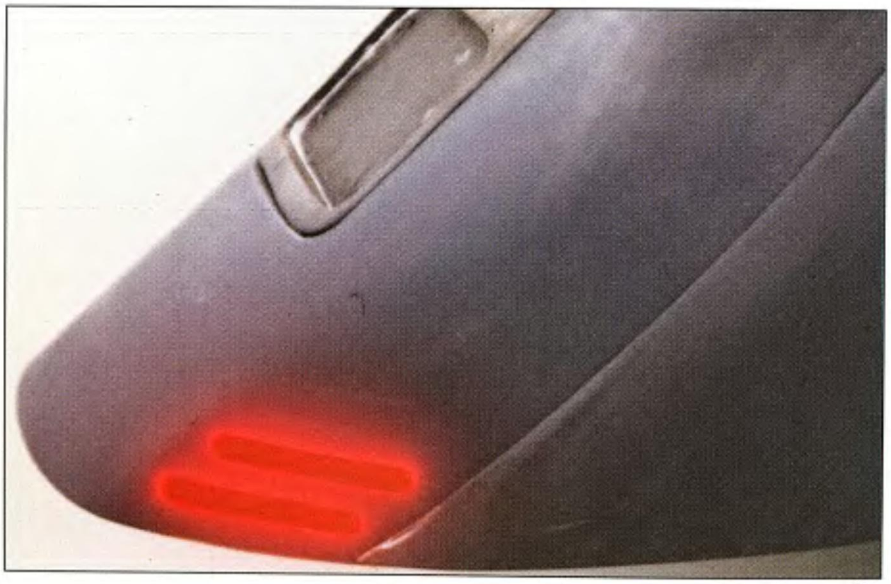


Photo 7 (left): Aaron masked the lens area and primed it for the master Horst to paint.

Photos 8 and 9 (below): Finally, he installed the light assembly with Nylock nuts and protected it with RTV clear silicone on the inside of the fender. Just then the phone rang. "Is it ready?" Bandit barked into the receiver. "I'm on my way with the truck. Let's load it and haul it back to Joel at Headwinds for the headlight design."

The clock continues to tick on Bandit II.
—*Wrench*

Sources

Ron Simms
Bay Area Custom Cycles
25224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338

Aaron Bedrosian
HiTech Products
11023 Glenoaks Blvd. Unit H
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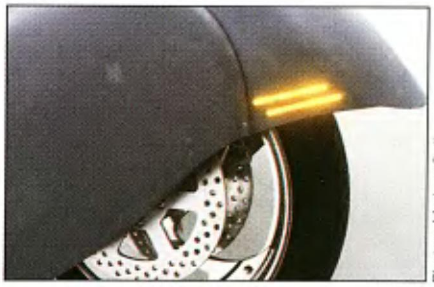
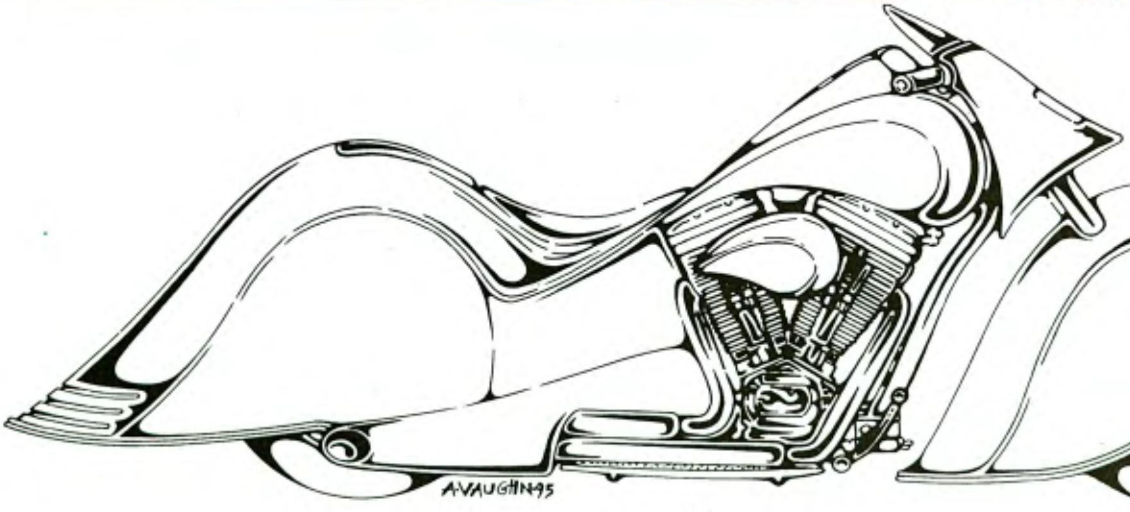
(818) 834-1060



Photos: Markus Cuff



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TECH TIPS

THE CONTROLLER
V-Thunder's Ignition Computer

More than just another ignition module, the Controller is a single- or dual-fire Fully Programmable Ignition Computer, designed to replace the O.E. (original equipment) ignition system on 1970 and later Harley-Davidsons. And the good news is that although this may be NASA level technology, you don't have to be a rocket scientist to install it. In fact, it can usually be performed in less than an hour.

On the '89 FXR we used for this test, Marty at Hi-Tech simply had to remove the right side cover, remove two screws from the factory ignition module, cut the wires, attach a plug to the bare ends and then plug in the new unit. On later models, the factory modules are already equipped with a plug so no cutting or splicing is necessary.

(Note: There are three additional connectors coming off the Controller—these are for tachometer output and nitrous or single-fire options.)

Once installed, V-Thunder's module is essentially ready to run since it comes loaded with pre-set values; or if you have the time and inclination, it can be further manually programmed to better suit the intended application. This is done by carefully following the enclosed instructions and manipulating the two mode selector switches on the end of the unit. This is quite a long and involved process, requiring careful reading and following of the steps detailed in the operations manual.

But to simplify programming and really appreciate the full capability of this unit, it is recommended to handle the programming with the factory computer program. Now don't be intimidated by the word "computer"—hell, even our kids use 'em in school, so it is never too late to learn a few new tricks.

For full software programmability you can purchase the V-Thunder ProFire Controller software and interface module part #VTPM2100, and then load it into any Windows 95 program. This can be done with a personal laptop, the shop diagnostic computer, or even the retail outlet's sales computer.

Monitoring the V-Thunder from a PC.

Module with computer hook-up.

Once the module is linked to the computer and running, the mechanic can read the values that are pre-set into the module. With the engine running, there will be a display of all the necessary ignition output information. At this point custom programming can be done to optimize the bike's performance. Once programmed, the info is saved, shut down and then re-linked to confirm that the program was captured by the ignition module.

That's all there is to it. Although we did not have time to dyno the test bike for this article, there is no question that it runs stronger throughout the power range. Other bikes that Hi-Tech has installed these units on have realized improvements of anywhere from 5 to 14 hp, depending on the other performance features already on that bike.

—Frogman

Sources

Hi-Tech Custom
5901 Sepulveda Blvd.
Van Nuys, CA 91411
(818) 901-7037, fax (818) 901-0512

V-Thunder by Comp
Competition Cams Inc.
3406 Democrat Rd.
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THE 1ST RIGHTEOUS RUBBERTAIL FRAME

Indy Car Fabricator Researches The Best Design and Components

I'll try to make this quick and dirty, if you're like the couple of hundred thousand riders out there who wish their Softails were rubbermounted, you'd want to know about this chassis pronto. So I won't futz around with reams of background and bullshit. But if you don't know Wil Phillips and his company, Ride One, here's a two-line background. Wil began his engineering/fabrication career testing titanium aircraft parts for jumbo jets, but got bored and jumped into the race car business with STP and Andy Granatelli's son, fabricating parts for the STP Indy cars (Mario Andretti was the driver), then Championship cars and Formula 1 cars. He then worked for Roy Woods Racing, and Mickey Thompson, building Titanium Chevy trucks for Baja racing. Finally, he was on the team that built the Mattel Hot Wheels race cars driven by Don Prudhomme and Tom McEwen. He knows his shit and has been pouring his vast knowledge into this frame for a couple of years, so here's da deal.

This is a three-point rubbermount chassis with FXR rubbermounts front and rear, although the rear mounts are not retained by stock-looking external brackets. He designed the neck to have the tapers of a Softail neck but with internal fork stops worked into the longer neck. A plate is attached to the bottom triple tree, and you're golden.

The frame has a Dyna neck lock for security and hidden axle adjusters. Spherical bearings in the swingarm axis pivot have Teflon liners for a no-lubrication movement. The swing axle is 3/4-inch in diameter and stainless steel to prevent rusting and binding. Stock is 5/8-inch. Two nylatron bushings impregnated with moly are between the swingarm pivot tube to prevent any locking of the swingarm action or damage to the rubbermounts. The swingarm is made of DOM mild steel and is lighter than stock. The bike works with a Dyna Glide trans and Dyna primaries. The Buell dry cell battery with 540 cold cranking amps is cradled behind the tranny. The front down tubes are parallel with the line of the front cylinder, and Wil designed the frame to raise the dangerous heel of the chassis 5/8 of an inch to prevent dragin' in corners. The heel is also radiused for additional clearance when lowered.

Rubbertail in running prototype bike.

Photo: Markus Cuff

One of the inherent problems with Softails is that the rear tire is not in the center of the curve of the fender. Wil remedied that by moving the fender and the mounting. Then he discovered if he changed the way the fender met the frame, it would allow the passenger to sit deeper into the frame, also affording riders 1 3/4 more inches of leg room. Since this chassis uses a Dyna Glide tranny with the oil bag underneath it, the benefit of cooling air surrounding it creates less heat for the rider and a cooler battery. Seat height is 20 1/8 inches.

Wil moved the uprights for the left swingarm inboard of the belt to allow wheel size flexibility. His prototype unit sports a 200/16 tire with the engine centered in the chassis. All the joints on the frame are welded by certified welders and purged with argon gas for superior penetration and to prevent oxidation.

The tank mounts are removable for one-piece tank installation or stock fatbob bolt-up. The rear fender rails initially follow the curve of the swingarm then turn running parallel to the ground. All the fasteners are hidden and a center kickstand is located under the primaries.

The center of this design is the monoshock system with 2 inches of travel, unlike 3/4-inch stock travel. The center mono-shock system is used by numerous foreign bikes, beginning with the Vincent decades ago and gives Wil much of the flexibility he needed to make this rubbermount system work. He has designed a stock oil bag looking cover to conceal the shock which allows builders room to hide coils, ignition switches and have a major stash box.

Those are the basics—that is, if it makes any sense the way I spelled it out. You can tell immediately that tremendous thought went into this design.

Now here's what comes with the frame:

- RUBBERTAIL frame
- the swingarm
- the axis extension
- the front motor mount hardware and stainless steel cover (conceal the rubbermount and stabilizer link)
- kickstand
- stainless steel internal fork stops
- Dyna neck lock
- head bearings (later-style neck bearing design)
- spherical swingarm bearings
- Special Aldan American Eagle shock absorber (double adjustable, compression and rebound, aluminum nitrogen charged)
- coil spring over shock
- stainless steel rock shield (holds electrical components)
- rear axle (4130 chrome-moly)
- fender (Softail or Heritage)
- polished stainless steel fender rails
- oil pan (Wil is in the process of redesigning the oil bag)
- battery tray

Since this unit is based on a Dyna Glide tranny and primaries, Wil is stockpiling primaries and tranny cases.

—Bandit

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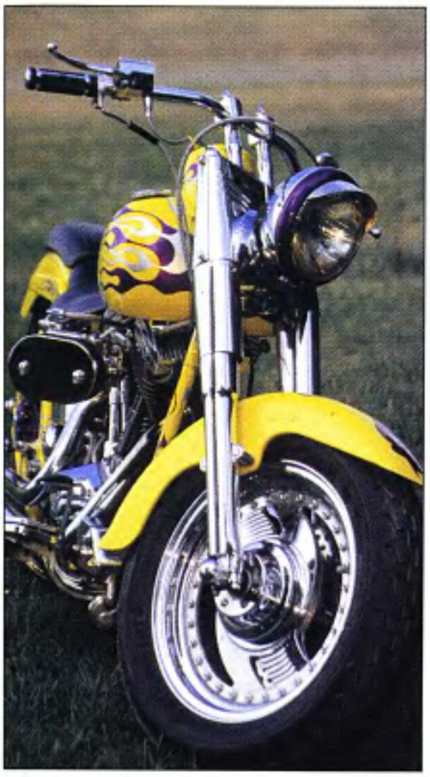
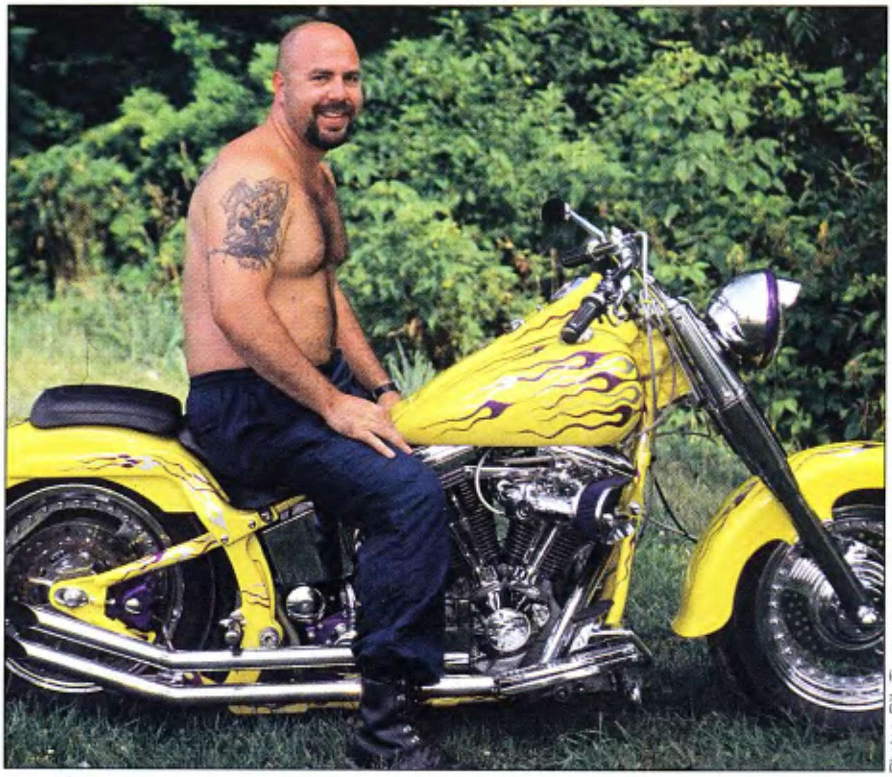
READERS' RIDES





Photos: Billy Tinney

Pete Lieback
Pittston, Pennsylvania
1986 Softail

I always like to read behind-the-scenes articles on movies, and watch documentaries on recovering sunken treasures. Recently, I read a great article in *Invention and Technology* magazine, about how during WWII the U.S. recovered a Japanese Zero that had been shot down over Alaska. Up to that point the Zeros were invincible because of their lightning-quick maneuverability. It was impossible to shake a Zero when it got on your tail. To make matters worse, if a Zero was hit, and nose-diving toward the ground, the other planes in its squadron would follow it down and do whatever it took to destroy it, so its secrets would never fall into enemy hands. Fortunately, a few softhearted Japanese fighter pilots could not bear to shoot down one of their own, and let one plane crash into a swamp. The U.S. military found the plane, recovered it (gave the pilot a proper burial) and proceeded to learn its secrets. After repairing it, the Zero was turned over to our best fighter pilots who must have had a blast testing this machine. Within days, they not only understood the Zero's strengths better, but had discovered a few fatal design flaws, enabling them to plot a defense which our planes could easily execute.

The reason I bring this up is because Pete Lieback always wondered about the pictures of barefooted guys wearing sweat shorts in *Easyriders* bike features or Readers' Rides. He always thought, "Look at this guy; he never rides." Then he found out how it happens. While attending AM-Jam and partying hard, he was awakened at 7 a.m. by the shiny, happy face of Billy Tinney. He slipped on a pair of sweats, wiped the boogs from his eyes, spit the steel wool out, and stood beside his bike, finding out, the hard way, how it all happens. He thought to himself, "I'm one of those guys."

Pete, 33, works security at a school district in Pittston, Pennsylvania. He has been riding since he was 16. He bought the Softail new in '86, and rode it for a few years before tearing into it. He did all the work himself, including stretching the tanks, painting and designing the House of Kolor flames, rebuilding the engine, and installing and dialing in the 40mm Dell 'Orto carb.

Pete's wife, Karen, rides an '84 FLH, and his 5-year-old son, Nicholas, is already eyeballing the old man's ride. And being that he is only five and already witnessed the behind-the-scenes building of a fine scooter, just think what he'll be able to do by the time he's old enough to ride, say in about seven years?

—*Flynch* →

Photos: Susan Edmonson

Mike Pullin
Matthews, North Carolina
1991 Springer

A few weeks ago I was standing in a Harley dealership waiting on the parts girl ... er, person (sorry, we gotta watch it now; there could be watchdog groups making sure we're not insensitive or politically incorrect, because it's unconstitutional, ya know.) Anyhoo, while I was waiting for the parts chick to find my shaft and nuts, I eavesdropped in on a conversation between a patchholder and a business executive wearing a suit worth more than my Dale Earnhardt Snap-On tool cabinet. The exec needed some welding done on a custom bike he was building, and the patchholder was a welder. The welder was explaining to him what was involved, what he should expect, and told him to bring it by his shop—he'd take a look at it. Within seconds, the two were talking like life-long pals. No government task force, no apologizing for history, no group hugs or psychobabble, just two bikers talking about the joy of customizing motorcycles.

Mike Pullin, who is the parts manager at Charlotte Harley-Davidson in Charlotte, North Carolina, says that it still amazes him to see greasy, old bikers (male and female) sharing riding tales with business executives and vice versa. Mike, who has been riding and reading *Easyriders* since the '70s, is on his fourth Harley, but this is the one he always dreamed of. Mike says he likes the high-dollar fancy stuff, but prefers the simple chopper styling for his own ride. "Apehangers and flames, man!"

He bought this Softail new in '91 and rode it for a while, before deciding he wanted to stand apart from the mass of Softail riders. A wild-ass flame job was in order, so Rodney Morton of Morton Custom Cycles was contracted to fill the bill. Rodney, whose flame brush got out of hand, also fabricated the extra long rear fender made from two FLH fenders. (If having a set of wild flames sprayed on Mike's bike wasn't enough, while taking the freshly painted bike home in the back of a trailer, on a cold December night, someone hit him head-on, totalling his truck, but not even scratching the paint job. Lucky, eh?)

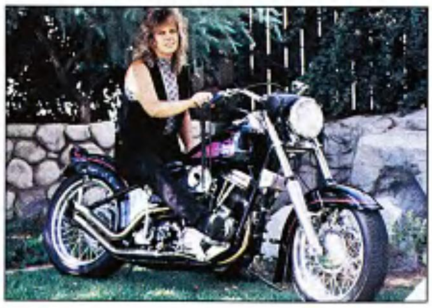
Charlotte H-D dug into the engine and installed an S&S Super E carb, cam, and a Dyna ignition. Mike installed the apes, grips, taillight, seat, exhaust, and a truckload of miscellaneous items. He says the guys in the shop call the bike "Skelator" because of all the skulls on it, like on the points cover and air cleaner. Just a biker thing he says.

—Flynch

Photos: Debbie Bowen

Tracy Ainsworth
Bakersfield, California
1956 Panhead

There are some people who equate riding a rigid-framed Harley with masculinity. Tracy Ainsworth clearly stated to me that she had no desires or hidden agenda about wanting to compete with her male counterparts. No, she doesn't secretly want to be a man. She is clearly all woman. Tracy believes that riding a rigid stems from wanting to remain simple and traditional. She wakes up every day and concentrates on making her life simpler: no credit cards, keeping the bills down to basic utilities and the mortgage, and spending more time building and riding her bike. Which is why we're put here, anyway. I can relate. Too many times I've met people who are so wrapped up in making money, in order



to have luxuries, job titles, and a big name clientele, they don't get to stop and smell the 60-weight. Shame really, when all they really need is a frame, two wheels, a motor, and tranny.

Tracy, a technician at Bakersfield Veterinary Hospital, who's been riding for five or six years now, started out on a Shovelhead, and then switched to a Sporty, but all along she had a craving for a rigid Panhead. (Don't we all.) Tracy is originally from Greensburg, Indiana, where she showed quarter horses. Not one for Midwestern winters, she packed it up and headed west, for fame and fortune. Luckily, she found this Panhead instead. She did, however, want it stated that they do have winter in California, and sometimes she has to wear a coat when she rides. That's harsh.

Anyway, after buying the Pan, her husband, Terry, tore it down in three hours, and with help from Steve Shepard, spent the next six months making it look the way it does now. It features 18-inch front and rear wheels, a cut-down FLH front fender, and a 2-inch Primo open belt. Terry went through the engine and installed the late-model oil pump. Sam Thomas, the signmaker, did the personalized lettering and Tracy rides the hell out of it. She said it best, "Either you can ride a rigid or you can't."

—Flynch →

READERS' RIDES

Anders Lincoln
Landskrona, Sweden
1941 U Model With Sidecar

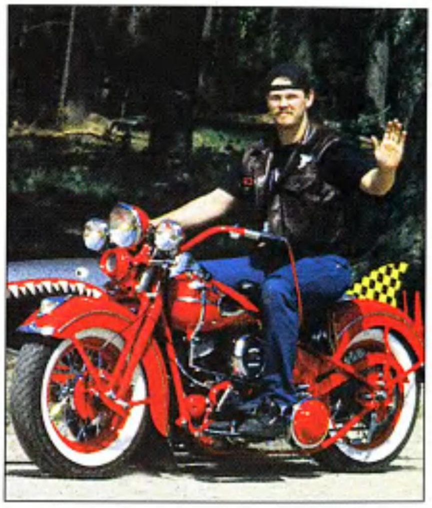
1941 was coming to an end. In America, things were peaceful, and our heroes in Milwaukee were pumping out a slew of side-valve motorcycles. Out in the Pacific, the U.S. Navy was partying at their giant base, Pearl Harbor. How could they know that there were hundreds of Japanese aircraft heading their way? After the big bang, America's industry switched to the war effort, and Harley changed its U-series into WLAs and WLCs. Ironically, the Jap surprise attack served to boost H-D's declining profits.

Anders Lincoln's '41 model was one of the last "peace machines." For restoration extremists—who insist on everything being 100-percent original—this three-year project doesn't cut it, but Anders' dedication is evident.

The engine is rebuilt to stock specs, with aluminum heads and a modern Keihin vacuum carb as exceptions. The gearbox with three forward gears and a reverse is a feature H-D discontinued in the late '70s. If you remove the primary case, you'll see a Karata 1 1/2-inch belt—old and new in harmony.

The real collector's items are the aluminum footboards, probably an aftermarket item from the '30s. Anders got ahold of them when he was importing bikes from Indonesia, of all places. He didn't charge his bros any money for the service; instead, he collected some rare accessories. New, classy Coker tires grace front and rear 16s.

What about the shark sidecar? Well, Mr. Lincoln started his mechanical career in the Swedish Air Force. When the fighter planes got old, they were butchered, and something that caught Anders' eye was a drop tank from a J35 Dragon. He asked the boss for it and got an OK. He then took the rocket ship to the Roadriders clubhouse and started grinding out a hole for the passenger. During the process, Anders hit some magnesium and it caught fire—it looked like a fireworks show. After that slight setback, he fabricated a seat with an adjustable backrest, and a place for a survival kit behind the seat. Anders kept the stock fuel cap so the fighter plane history wouldn't be forgotten.



Photos: The Sheriff

The paint is a tribute to the WWII U.S. bombers. The jaw teeth and moon eyes are a nice combo, all painted by the owner. The rest of the bike got a full coat of Indian red.

Finally, for all you restoration freaks, Anders has the stock sidecar at home. What kind of ride will hit the streets of Sweden on any given day depends on Anders' morning mood. —*The Sheriff*

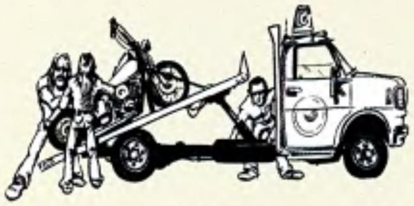
SHIT HAPPENS!

I have a 1996 Road King and recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I



didn't know what to expect, but they hit me with a good attitude and told me to hang, someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

It's a dream to call a service that doesn't give you shit about being a biker.

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Pacoima, Calif.

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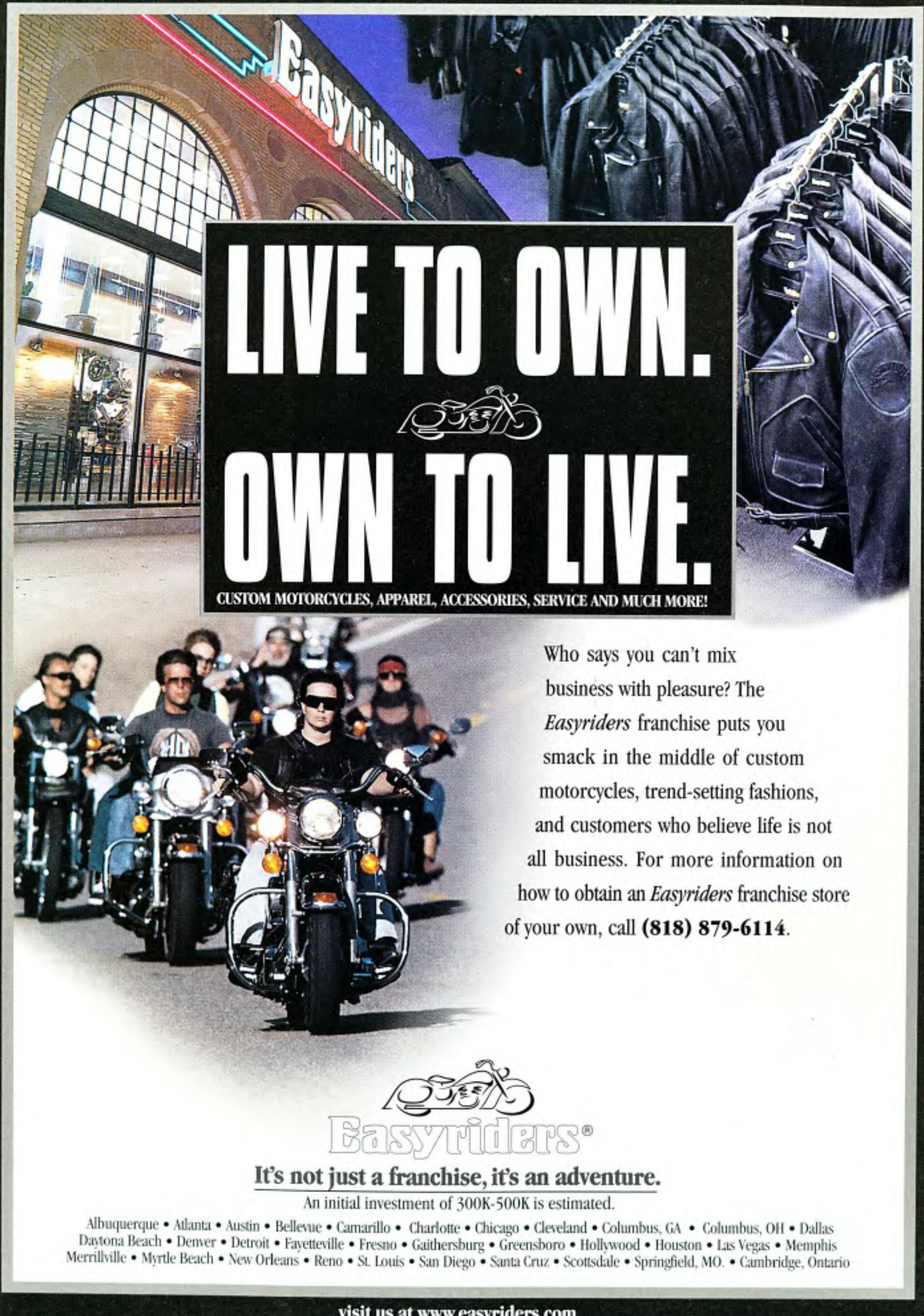
BA296



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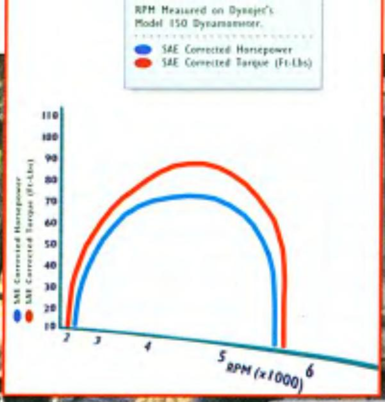
A DAY IN THE VALLEY

BIG DOG, EL NINO, AND THE HIGH-SPEED CHASE

I know that what I am about to say may sound familiar, but it's a "prayer" I offer up every day, and I thought maybe some of you may also want to use it. It goes a little something like this, "Oh biker gods, grant me the serenity to accept the things I cannot change, the courage to change the things I cannot accept, and the wisdom to hide the bodies of those assholes I had to kill today because they pissed me off!" It seems to calm me down once I arrive at this garage, knowing that if needed, it's all right to kill someone. A little psychotic? Maybe. Who said that? Keeps →



RPM Measured on Dynojet's Model 150 Dynamometer.
SAE Corrected Horsepower
SAE Corrected Torque (Ft-Lbs)
SAE Corrected Horsepower
SAE Corrected Torque (Ft-Lbs)
110
100
90
80
70
60
50
40
30
20
10
2
3
4
5
6
RPM (x1000)

OLD PLACE
BEER

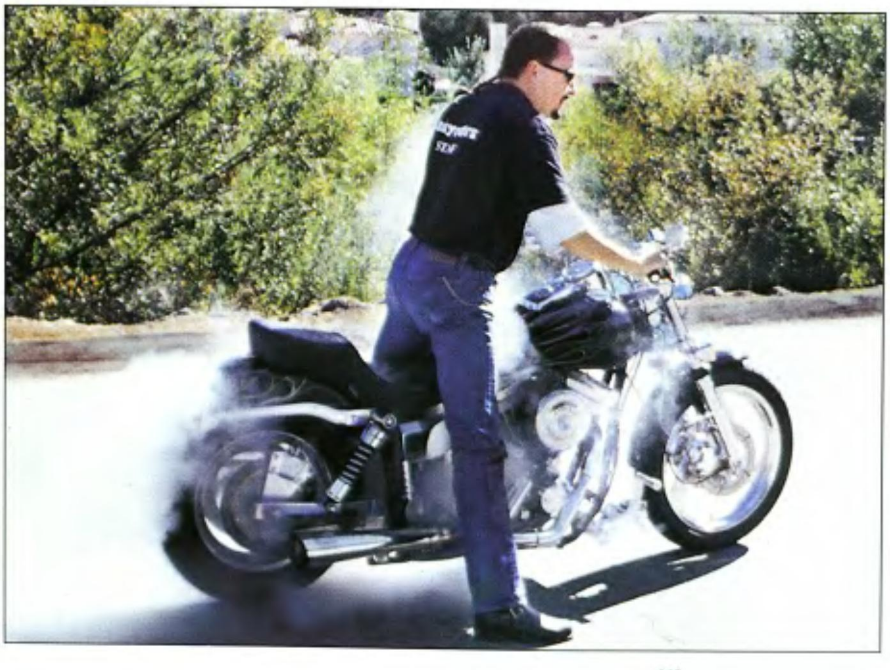
Bandit away from my corner, though, since I yell it at the top of my lungs. Hell, you try weaving your way through L.A. traffic, during rush hour, to and from work, and see how stable you are, goddammit!

This month, however, the roads were smoothed out a little, or so I thought, since Big Dog Motorcycles dropped off their AeroSport for me to test destroy, er, ride. They claim it has a healthy sound to it, good low look, and stable ride. We'll see about that!

They dropped the bike off during this friggin' El Niño deal, with temps in the lower 100s, yeah that'll help my temper a lot. I got about five miles from the shop, on my way home, when it happened. Dumb-ass, cage-drivin', sonuvabitch, ridin' my ass, honking his horn, talkin' on his cell phone, shovin' a greasy burger in his mouth like a starvin' third world refugee, decides to pass me and "forgets" to change lanes! "Hey asshole! Try this on for size!" *Blam, blam, blam!* Yeah, one more wife-beatin', child molester, who ain't gonna make it home tonight! Damn this heat!

Oh yeah, the bike. Well, it got me away from the scene of the crime fast enough. I pulled under a bridge, removed the license plate, changed shirts and headed for my buddies AJ and Pee-Wee at Comanche Cycles, in Moorpark, to dyno it. This is an 80-cubic-inch motor with Edelbrock heads, V-Thunder cam, QwikSilver carb and SuperTrapp exhaust. These performance gizmos are enough to get better horsepower than stock Evos. At least 15 percent better, as a matter of fact, and they're standard features on all of Big Dogs models. However, since every owner loves to change things, there are certain modifications you can make to really tear up the dyno. The bike was runnin' way lean, however, and the SuperTrapps had too many discs in it. I think Big Dog was afraid the California Highway Gestapo (CHG) would be a little too harsh about the noise or somethin'. Solution? Fatten up the mixture, take some of them discs out and you'll have an even better ride—that pulls more than 65 horses. After downin' a couple coldies, it was time to put this Dog to the test.

Turns out, I didn't have to wait long. Seems I wasn't wise enough to hide the body. The death of the wife-beatin', child molester had made the news, and wearin' an *Easyriders* staff shirt wasn't helpin' me too much. Livin' in L.A., you already know, if ya get in a chase, the news cameras start buzzin', and yer gonna get caught. So, no sooner did I get back on the road, than the CHG, ABC, CBS, NBC, CNN, and even Marv Albert were in hot pursuit. So I figured, whaddafuck, let's take 'em for a little →



spin. Shootin' through the canyons on this ride was easy and, thanks to the rubbermounted frame, the straight-aways couldn't have been smoother. I led those tanned shirt safety nazis all over the county, until I finally ran outta gas. I'll let you read the tech sheet for yerselves, since I got other things to worry about at the moment. I don't know how, but I was lucky enough to have our very feminine and graceful, globe-trotting, sweater model/copy editor, Elle Quéhollique, having just returned from the runways of Bayonne, New Jersey, bail me out and get me to court in the mornin'. After a few words to the judge, it was ruled justifiable homicide and I was sentenced to a day in the joint, with credit for time served. Piece o' cake! Anyway, I'm not sure if any company will give us a bike next month, so stay tuned and be as surprised as I am.

—Oil Can #106313

Manufacturer: Big Dog Motorcycles
City: Wichita, Kansas
Make/Model: 1997 Big Dog/AeroSport

General

Fabrication: Big Dog
Value: $20,950
Assembly: Big Dog
Time: 6 weeks
Chroming: swingarm, lower legs, oil tank, belt guards

Engine

Year: 1997
Model: Big Dog
Ignition: Dyna 2000
Displacement: 80 cubic inches
Lower end: S&S
Balancing: Dynamic
Pistons: Harley-Davidson
Cases: S&S
Heads: Edelbrock
Cam: V-Thunder
Lifters: S&S
Carb(s): QwikSilver
Air cleaner: QwikSilver
Pipes: SuperTrapp
Mufflers: SuperTrapp

Transmission

Year: 1997
Modifications: 5-speed Delkron
Shifting: close ratio, Andrews gears, back cut 1st gear
Engine sprocket: H-D
Trans sprocket: 32-tooth
Wheel sprocket: 70-tooth

Frame

Year: 1997 Big Dog
Builder: Big Dog
Type: rubbermount
Rake: 33-degree

Forks

Type: Big Dog billet
Extension: FXWG 2-inch tubes
Builder: Big Dog
Special features: chrome legs, billet trees, Progressive springs

Painting

Molding: Big Dog
Painter: Big Dog
Color: black with white ghost flames
Type: PPG

Accessories

Bars: Flanders
Risers: CSI
Handlebar controls: Jammer
Fender(s): Sumax rear, steel Superglide, front
Headlight: CSI
Taillight: CSI
Speedo: CSI
Dash: Drag Specialties
Front pegs: CSI
Rear pegs: CSI
Foot controls: Legends
Gas tank: 3.5-gallon, CSI
Oil tank: Big Dog
Oil system: H-D
Primary cover: H-D
Seat: Corbin
Sissybar: none
Mirrors: Ness
Grips: ProGrip

Wheels

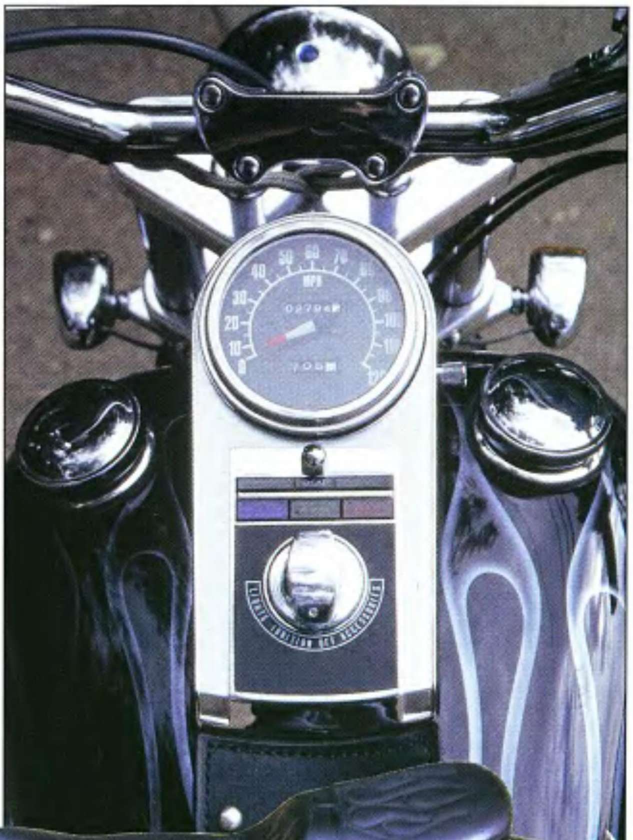
Front

Size: 19-inch
Hub: CSI
Tire: 100/90H19 Continental
Brake: dual disc, GMA 4-piston

Rear

Size: 16-inch
Hub: 73-83 dual
Rim width: 3.5 inches
Tire: 140/90H16 Continental
Brake: GMA 2-piston Caliper

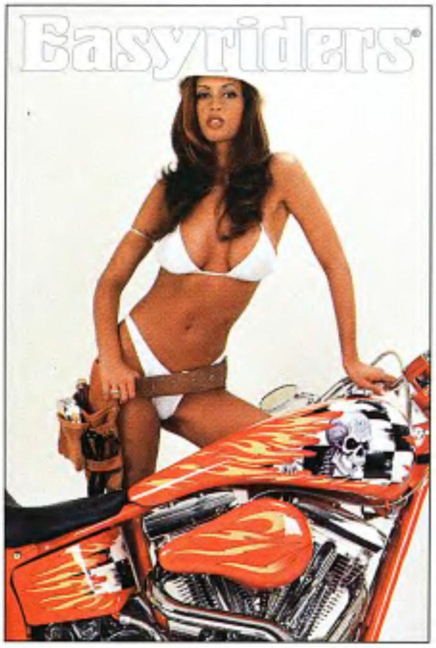
Photos: Doug Mazell

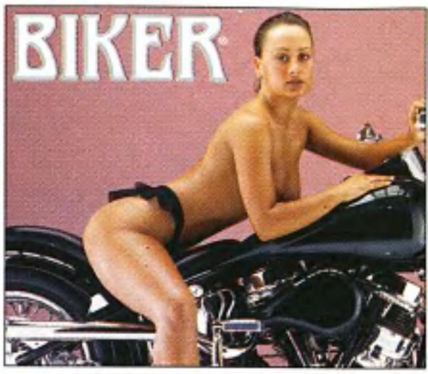


COMING AT YA

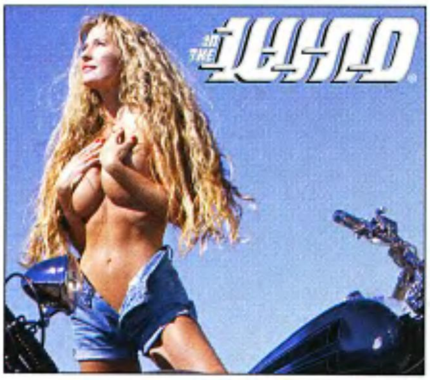
March is roaring in like a straight-piped stroker, and we've got just what you need to get geared up for the riding season. First and foremost it's the Daytona Bike Week special, featuring our annual guide to the ins and outs of the Sunshine State spring opener. From the Speedway to Boot Hill, we've got ya covered on all the nonstop action. Our Service Department is booked this month, with Tech Tips on charging systems, a carb rebuild, and a four-cylinder hybrid. In the bitchin' bikes department we've got six hot numbers, ranging from Chuck Ricker's lean, mean, and green rigid Evo, to Norrell Walker's white lightning Low Rider. Also on deck this issue is Red Baron's scouting report on some freedom-lovin' Czech bikers (and some tasty Czech beer) and Trash's up-close and personal research on Canadian T&A. We've also got an acid-induced fiction story that'll leave ya scratching your head and reaching for the bottle, the always intriguing (and sometimes nauseating) Spider items, wild and wacky Wind, and five almost live Readers' Rides. Buy one or be a loser.

On sale January 27



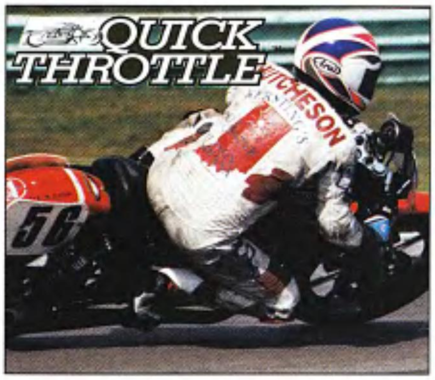


It's Christmas time, and we know you've been bad, but were gonna give ya what you want anyway. The **January** issue of *Biker* has got four—count 'em, four—bike features with tits and ass on each and every one of 'em. We've also got a dynamite T&A special feature for ya, and more nekkid event coverage than you can shake yer willie at. Oh, yeah, there are some toy runs, too—can't forget the holiday spirit. See that and all the unnatural stuff ya love. *On sale now*

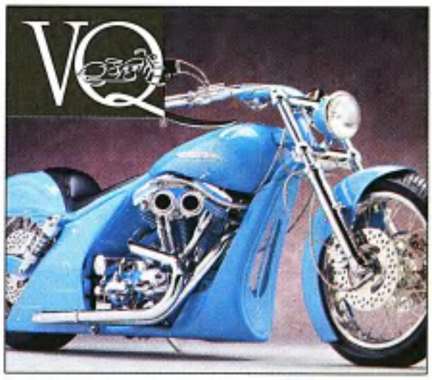


The biggest bash of the summer has just played out in Sturgis, S.D., with the 57th running of the Rally & Races. The Classic gets full play in the **March** issue with our intrepid band of lensmen and scribes reporting on the frolicking action. From Main Street to the new hot spots of Wyoming, we've got ya covered. We've also *uncovered* the Fox of The Year, Ms. *Easyriders* '97, Lisa Merrill, in a spectacular outdoor setting. Don't tank. Don't flake.

On sale December 11



The **March** issue of *Quick Throttle* brings you the fastest, most powerful, methane-burning, high-performance monsters on the planet, from Kenny Boyce's '97 Pro Streeter, to Dwight Schmitker's down 'n' dirty Pro Stock custom. We'll supply you speed junkies with pulsating racing action from Elkhart Lake to the East Coast Nationals. Plus, we've stock piled this baby with plenty of tech information, from wiring tips to Jesse James' stage three hop-up. *On sale now*



VQ No. 18, **February**, offers another colorful crop of world-class customs and classics, including Kristian Srb's Manhattan Project Softail, Chris Hill's Tangerine Dream Dyna, "Wild Bill" Eggers' 1930 Indian 4, and Big Hammer Engineering's Crosley Comet. Our hangout this month is the *Easyriders* Cafe of Myrtle Beach, S.C., a theme restaurant with a biker flair—and great food. Pennsylvania's Ed Kerr is our master builder, and we'll take you inside Damon's Custom Motorcycles. Don't miss it. *On sale now*

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Navy Pier Convention Center

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February 7, 1998
Cobo Convention Center

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Veterans Memorial Exhibition Hall

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1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in and best of luck.

All interested exhibitors call Angela at (818) 597-2686

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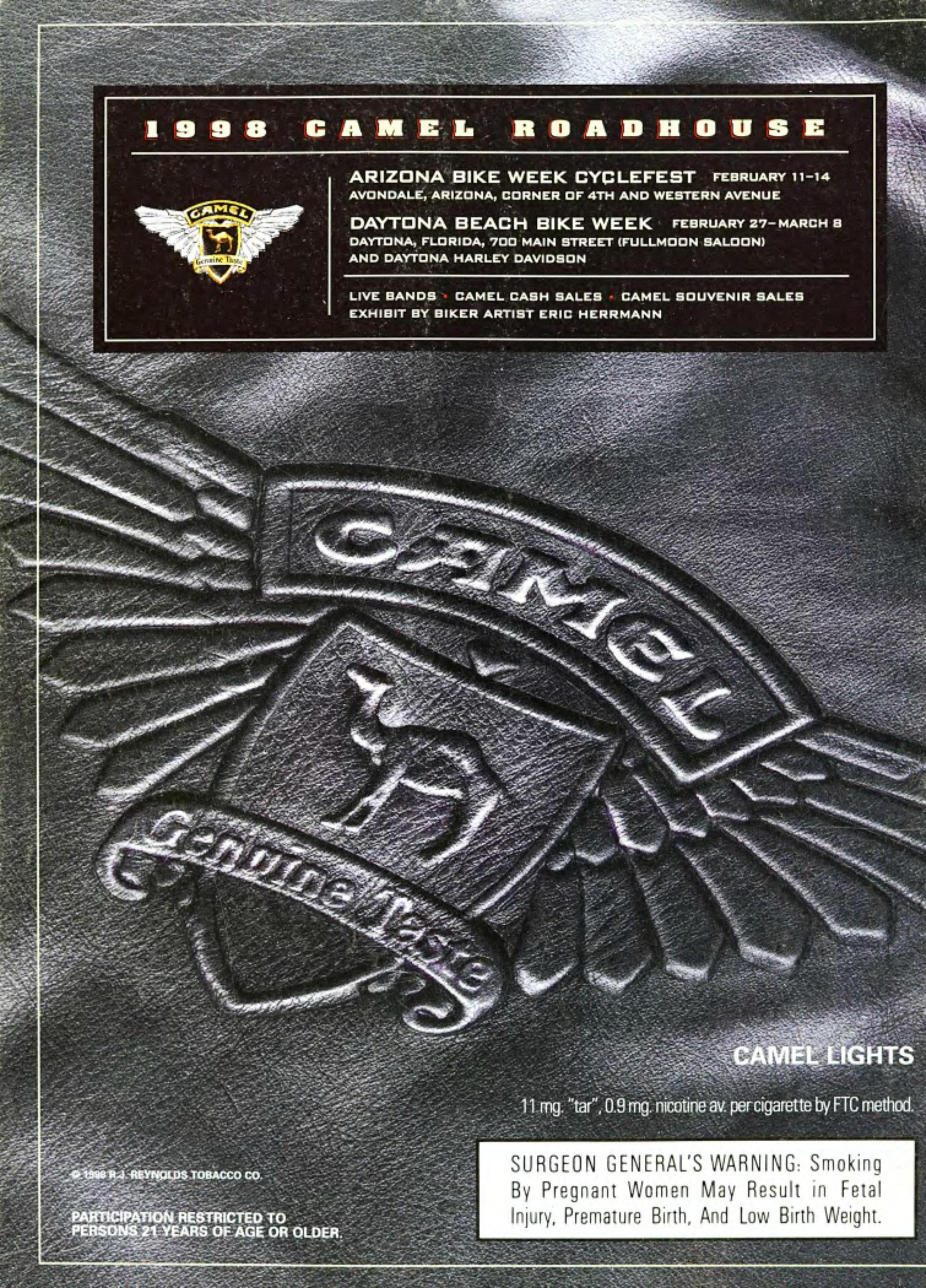
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